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No. 21,778 號捌拾柒百柒千壹萬式第 日叁拾月叁辰戊 HONG KONG, WEDNESDAY, MAY 2nd, 1928. 叁拜禮 日貳月伍年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE:

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon ...Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	6.00	7.25	8.50
Yau Ma Tei ...Dep.	6.45	8.10	9.35	11.00	12.25	1.50	3.15	4.40	6.05	7.30	8.55
Shatin ...Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	6.21	7.46	9.11
Tai Po ...Dep.	7.15	8.40	10.05	11.30	12.55	2.20	3.45	5.10	6.35	8.00	9.25
Tai Po Market ...Dep.	7.30	8.55	10.20	11.45	13.10	2.35	4.00	5.25	6.50	8.15	9.40
Fanning ...Dep.	7.40	9.05	10.30	11.55	13.20	2.45	4.10	5.35	7.00	8.25	9.50
Sham Shui ...Dep.	7.55	9.20	10.45	12.10	13.35	2.55	4.20	5.45	7.10	8.35	10.00
Sham Shui ...Arr.	7.41	8.45	9.13	10.16	10.58	12.58	2.12	3.30	4.40	5.50	7.00
Canton ...Arr.	—	—	—	—	—	—	—	—	—	—	—

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—
Sham Shui ...Arr.	—	—	—	11.05	—	—	—	—	—	—	—
Sham Shui ...Dep.	7.18	8.05	10.25	11.05	11.25	11.45	12.05	12.25	12.45	13.05	13.25
Sham Shui ...Dep.	7.25	8.12	10.42	—	—	—	—	—	—	—	—
Fanning ...Dep.	7.30	8.16	10.47	—	—	—	—	—	—	—	—
Tai Po Market ...Dep.	7.40	8.26	10.57	—	—	—	—	—	—	—	—
Tai Po ...Dep.	7.44	8.31	11.01	—	—	—	—	—	—	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	—	—	—	—	—	—	—
Yau Ma Tei ...Dep.	8.11	8.58	11.28	—	—	—	—	—	—	—	—
Kowloon ...Arr.	8.17	9.03	11.32	11.48	12.38	1.27	2.17	3.07	3.57	4.47	5.37

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Our London Letter.

PRINCE GEORGE AS FREEMASON.

MOTOR-CYCLE RACING.

THE IRISH CONSPIRACY IN LONDON.

REPUBLICAN PLOT AGAINST THE FREE STATE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 7th.

Prince George is about to follow his brother's example and become a Freemason. I understand he is to be initiated into the Navy Lodge (No. 2012) soon after his return from the cruise of the Atlantic Fleet now in progress. There is a certain appropriateness in Prince George joining this particular Lodge. Not only is the membership composed largely of Naval officers, but the Duke of York is Worshipful Master for the year, and as such will, of course, have much to do with the ceremony of initiation. The Prince of Wales has passed through the chair of the Navy Lodge, and in other ways has distinguished himself in Freemasonry.

"Dirt Track" Motoring.

I hear in sporting circles that there is a likelihood of motor-cycle "dirt track" racing becoming a craze in England shortly, and that it may, indeed, become as popular here as in Australia. There is even some talk that it may become a serious rival to greyhound racing. A few courses have been laid out and races held on them, with the usual "thrills" for the spectators when the riders take the corners at 70 miles an hour. The right way to take a corner is to make the machine skid round it without slackening speed. In certain parts of Australia, the home of "dirt track" racing, these motor-cycle speedways have emptied the greyhound racing tracks. Arrangements are being made for the construction of courses for the new sport in London, Manchester, Newcastle and Blackpool, and a cable from Brisbane received here this week states that 12 crack Australian riders have left to ride in this country. One thing in favour of the sport is that the tracks can be made in comparatively small compass. The real Australian track is only 375 yards round. It is 65 feet wide at the bends, and 30 feet wide on the straight. Most of the Australian riders own their own machines, and it is stated that a good man can earn as much as £200 in one evening in the shape of prize money!

Popular Composer's Death.

Many readers on your side will learn with regret of the death of Mr. Leslie Stuart, the composer of popular songs, whose gift for melody was greater than that of any other composer of his generation. As a writer of light music he was supreme, as was seen in such musical comedies as "Florodora," which was tuneful and charming. But his best work was done as a song writer for the music halls.

He won fame with "Soldiers of the Queen," composed during the South African War; but his group of songs written for the late Eugene Straton are the melodies that will keep him best in remembrance. They had an individuality very near to genius. I cannot imagine anyone who ever heard "Little Dolly Day-dream" ever forgetting it and the way that Straton danced and acted. There were also "I may be crazy," "The Octoroon," and—best of all—"The Lily of Laguna," which the band has only to strike up even now in any music hall to set the audience singing.

A Gang of Scoundrels.

Recently a motor van was crossing Waterloo Bridge when a package fell out of the back and burst open. A man in the street who called out to the driver, stepped up to the package, and saw it contained revolvers. The driver then appeared, threatened the man telling him to clear off, seized the revolvers, (Continued on next column).

Gibbs Week

This Week.

Page 8 tells you.

BANK OF ENGLAND HALF PULLED DOWN.

REBUILDING A LONGER TASK THAN ANTICIPATED.

Mr. Cecil Lubbock, deputy governor of the Bank of England, who presided at the half-yearly court in the Bank parlour, stated in reply to a question that the rebuilding of the Bank was proceeding as satisfactorily as could be expected, although not so speedily as had been hoped.

More than half the Bank had now been pulled down, and it would probably be some years before the rebuilding could be completed.

"We may expect to meet in this room next year, then?" asked a shareholder.

"Yes, and the year after that, I expect, although I would not like to prophesy," replied Mr. Lubbock. It was announced that the profits for the half-year ending February 29th last, after making provision for all contingencies, amounted to £299,544 making the amount of the "Rest" on that day £3,718,811.

A dividend of 6 per cent., less income tax, was agreed, leaving the "Rest" at £3,030,287. Only ten shareholders attended the meeting.

and drove away. The man in the street took the registration number of the motor and told the police, who found on inquiry that the registration number was false. This raised suspicions that there was something that required clearing up, so the police—or rather the Scotland Yard branch—got busy.

Before long they discovered that there was excellent reason for false registration of a motor van which carried revolvers in packages—nothing less, in fact, than a conspiracy organised by Irish Republicans in London. These precious scoundrels have been making dumps of firearms which they had smuggled into this country, and altogether they had about a hundred dumps in different parts of London. As far as can be ascertained they had conceived a plot to upset the Free State Government.

The Object In View.

It may seem a round-about way to strike at the Free State Government in Dublin by secreting firearms in London. But the idea was that, when the time was ripe for action, disorders were to break out in Ireland and in London. The plotters were to create such a feeling of alarm here that the British Government would be unable to send troops to the assistance of the Free State. The conspirators used to meet in London at lectures ostensibly held for the purpose of encouraging the study of Irish history.

Owing to the accidental dropping of the package on Waterloo Bridge the beautiful plot has been found out, and the plotters have been hunted down. The police are still discovered dumps of firearms in London. This week several of the people in the game have been sentenced for carrying arms without a licence. The contents of the dumps are mostly revolvers of German and Spanish make. Owing to the disbandment of the Coastguard Service it is comparatively easy in these days to smuggle firearms into the country; there are scores of quiet coves on the South Coast where this can be done.

It is unfortunate for Ireland that there is a certain type of Irishman who cannot refrain from plotting against established authority, who will not be satisfied with any system of law and order. It used to be England; now it is the Free State. The incident above described has suggested to many here that the law requires to be tightened as regards the possession of firearms. The offence at present is punishable by a fine where a man has a gun or other weapon without a licence, but some hold that the penalty ought to be imprisonment without the option of a fine, or, if necessary, the application of the "cat"—H.B.

DIARY OF EVENTS.

To-day.

(May 2nd.)

Hockey: Wanderers v. Punjabis. Marine ground, 5 p.m.
China Underwriters 4th. annual meeting, noon.
Lecture at University by H.E. the Governor on "Elements in an analysis of Thought and its activities," 5 p.m.
Inspection by H.E. the Governor of Scouts, 4 p.m.
Annual Sports of Cheun Chau Government School.
Wah Yan College 3rd Annual Athletic Sports Happy Valley, 1 p.m.
Concert for Charity St. Stephen's Girl College, 8.30 p.m.
Queen's Theatre "The Battles of Coronel and the Falkland Islands." World Theatre "The Wrong Mr. Wright."
Star Theatre "The Manicure Girl."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails:—Outward: Europe via Siberia (Alipore), 10.30 a.m.

Thursday.

(May 3rd.)

Queen's Theatre "The Battles of Coronel and the Falkland Islands." World Theatre "The White Rose."
Star Theatre "Hell Bent for Heaven."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Friday.

(May 4th.)

Christian Fellowship meeting, Helena May Institute, 10.30 a.m.
Property Sale China Auction Rooms, 3 p.m.
H.K.S.R.A. Sports Kings Park. H.E. the Governor lays foundation Stone of Tung Wah Hospital Extension Sookunpo, 3 p.m.
Queen's Theatre "The Battles of Coronel and the Falkland Islands." World Theatre "The White Rose."
Star Theatre "Hell Bent for Heaven."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails:—Inward: Europe via Siberia (Sun Ning), 5 p.m.

Saturday.

(May 5th.)

Lawn Bowls Season starts. 4th Extra Race Meeting Happy Valley.
Golf: Captain's Cup, Fanning. Queen's Theatre "The Battles of Coronel and the Falkland Islands." World Theatre "The White Rose."
Star Theatre "Hell Bent for Heaven."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.
Principal Mails:—Inward: Europe via Negapatam (Hong Kong).

Sunday.

(May 6th.)

Accession of H.M. King George V. 1910.
Presentation of Colours to H.K. Y.D.C. by H.E. the Governor. Murray Parade ground, 9.30 a.m.
Golf: Captain's Cup, Fanning. Queen's Theatre "The Ring." World Theatre "Take It From Me."
Star Theatre "The Thundering Herd."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.

(May 7th.)

Sale of Crown and 3 p.m. Ping Pong Tournament St. Peter's Young Men's Club.
Queen's Theatre "The Ring." World Theatre "Take It From Me."
Star Theatre "The Thundering Herd."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

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Wine-glass of Bacardi
Juice of half a Lime
One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI GROG
One quart of Bacardi
One pound of Sugar
One quart of Formosa Colong Tea
Use the grog, adding equal
Part of very hot water
Serve with slices of lemon
Dissolve sugar in hot water.

BACARDI HIGHBALL
Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI MILK PUNCH
One glass hot Milk
One tablespoonful of sugar
A pinch of nutmeg
The yolk of an egg
A glass of Bacardi
Beat up thoroughly the yolk of the
Egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
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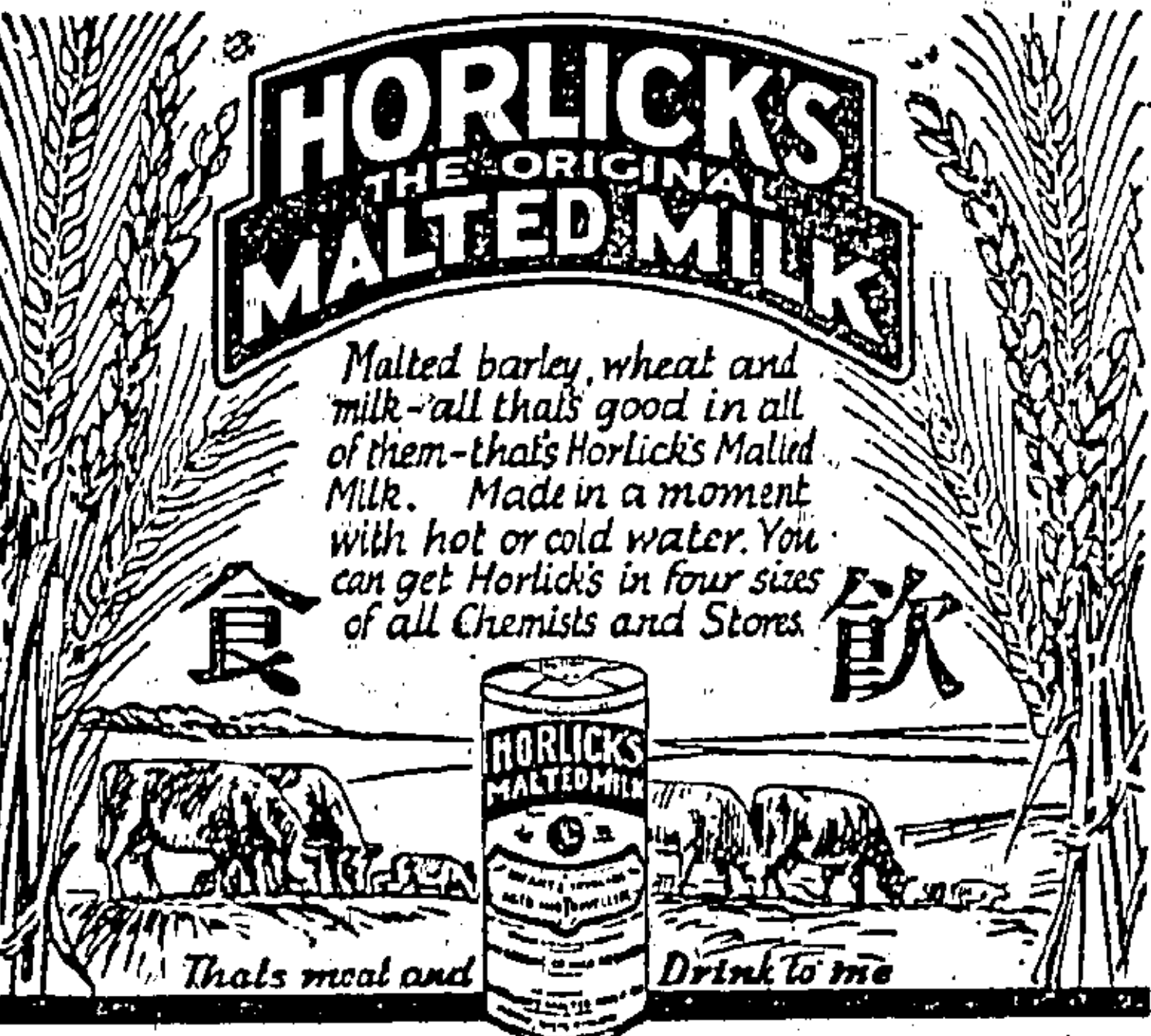
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50,000 MEN IDLE.

RELIEF FOR MINERS' FAMILIES.

SCENES IN THE VALLEYS OF WALES.

The fund for the wives and families of the unemployed miners, which was opened on April 3rd by the Lord Mayors of London, Cardiff, and Newcastle-on-Tyne, amounted in one day to about £15,000.

The King gave £300 and the Queen £250.

FAMILY LIFE ON 19s. A WEEK.

A message of hope came to the mining people of South Wales when they learned of the fund which the Lord Mayors of London, Cardiff, and Newcastle-on-Tyne have opened for their assistance, wrote a correspondent of the *Daily Express* from Cardiff on April 3rd.

How great is the need for the fund is proved by quoting a few figures.

"Nearly 50,000 men of the South Wales coal industry are now out of work. This means that 150,000 people, men, women, and children, have no earned income whatever. They live on the dole or on out-relief from the guardians.

An additional 25,000 men are on short time, earning an infinitely small weekly wage.

Distress is at its worst in the Rhondda Valley (from Pontypridd upwards), Blaenau, Abertillery, Aberdare, Merthyr, and Dowlais. At each of these places hundreds of families are existing on the bare necessities of life. They cannot pay rent; they cannot buy clothes; they can buy only food, and not much of that. Thousands of men with wives and children have not earned a single penny for two years. Some have been unemployed for six years.

This great army lives entirely on the local guardians. Last year Cardiff City spent £211,837 on out-relief, compared with £150,000 in 1925. Cardiff is able to pay a fairly generous scale, ranging from 23s. a week for a man and wife to a maximum of 40s. for a family. Several other boards of guardians, however, can pay little, because of their indebtedness and the heavy drop in their rate yield. Pontypridd, for example, gives nothing to a married man, and can spare only 10s. for his wife and 3s. for each child.

Think what it means for a family of five in the Pontypridd area to keep house on 19s. a week. I learned how hopeless it is by going to-day to a number of squat, flat-faced cottages which run in endless and desolate rows for mile after mile of the Rhondda Valley. There are whole streets with only one worker to about ten houses.

HOUSEHOLD'S MEALS.

A miner's wife gave me her daily bill of fare for her household.

Breakfast.—Bread, margarine, and tea without milk.

Dinner.—Bread, potatoes, and water.

Supper.—Bread, rice pudding, and sugar.

Once a week she gets a little meat for stewing, but that is the best she can manage. She tried to be brave, did this careworn little mother, but it was only to pretend, and the blackness of her eyes and the expressionless mask of her face showed the feelings in her heart. Yet she pretended it was better for her than for her man.

"I have work to do in the house, but he has nothing," she said. "He can only sit and think. We don't talk; we have got past talking. His outing is to go to a neighbour and borrow an evening paper. We can't buy a paper. A penny would help towards food. One of the things we want most of all to do is to go to the pictures. I have not been to the pictures for three whole years, but I go to chapel on Sunday.

"We have only one lot of clothes, and they are all in rags underneath, though I do my best to get the children's mended. When there is washing to be done they have to stay in bed until I have finished and the things are dry again.

"They want boots, they want everything. My man is walking about without any socks in his boots."

That is what one woman said, and her tale can be multiplied a thousandfold over the length of every Welsh valley.

THE MS. OF ALICE IN WONDERLAND.

BOUGHT FOR £15,400.

ATLANTIC 'PHONE CALLS TO PURCHASER.

OFFER TO ENGLAND.

Alice, the original Alice for whom "Lewis Carroll" wrote the immortal "Adventures in Wonderland," sixty-six years ago, watched the sale, at Messrs. Sotheby's auction rooms in Bond-street on April 3rd, of the original manuscript of the book, and saw it bought by Dr. Rosenbach, the famous American collector, for £15,400. The English record for a book was until then £15,100, which was paid in 1919 for "The Passionate Pilgrim."

It was announced on Dr. Rosenbach's behalf directly the sale was completed that he was willing to sell it to the British Museum for the price he paid for it. "The money needed will almost certainly be raised," he said to a *Daily Express* representative. "I shall probably contribute a certain amount myself."

"I had an agreement with the British Museum authorities not to bid more than £12,500, but when they stopped at that figure and other American bidders went on bidding I continued also.

"I consider that manuscript of 'Alice' my most interesting literary acquisition, after perhaps my manuscript of the 'Pickwick Papers.'"

FOUR BOOKS.

"The four most widely read books in the English language are the Bible, Shakespeare, Pilgrim's Progress, and Alice, and I consider it a great privilege to have secured the manuscript of one of these, and a greater still to leave it in the land of its birth."

"I have been inundated with cables from America since my purchase became known. People have even been trying to get in telephonic communication with me from New York."

The sale of the old leather-bound manuscript was due about three o'clock. At half-past two, as the auction room grew crowded, a small group of school-looking women walked slowly to a row of chairs at the left-hand side of the room.

Some one whispered, "There's Mrs. Hargreaves," and immediately all who heard turned to where the one and original Alice, the little girl for whom the book was written, now a woman in her seventies, was sitting.

The auctioneer's clerk came forward with the little green volume and showed the first page written by Charles Lutwidge Dodgson—known to every one as "Lewis Carroll"—in a fine clear handwriting that was almost print.

Some one in the background said "25,000." Within a few minutes "Alice" was rising higher and higher—higher than she had been before in all her adventures. The representative of Messrs. Quaritch, who was trying to buy on behalf of the nation, went up to £12,500. Then his voice stopped.

On went the voice of one of Dr. Rosenbach's rivals, and firmly but quietly each time Dr. Rosenbach outbid him.

DUCHESS OF YORK'S KEY.

LOST BEFORE OPENING OF NURSES' HOME.

When the Duchess of York, accompanied by the Duke, visited Kingston and District Hospital, Surrey to open the nurses' home, a crowd waiting in the pouring rain welcomed her.

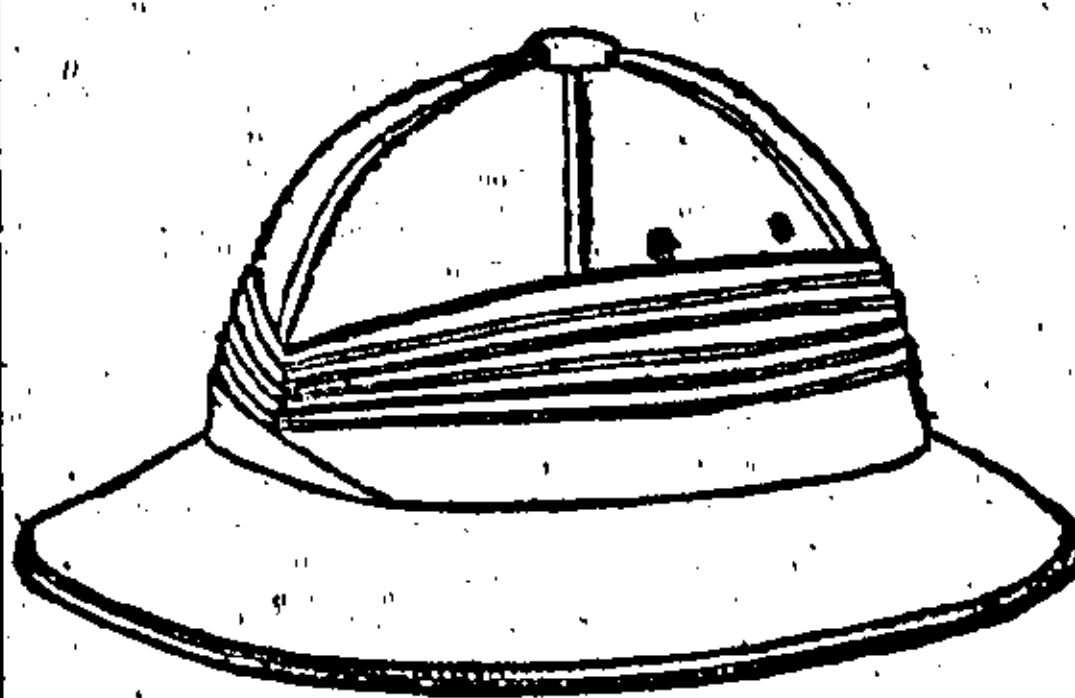
Miss Margaret Davies, a golden-haired girl of five, shyly presented the Duchess with a bouquet of pink and white carnations. "Oh, thank you, darling," said the Duchess, in a way that changed all the child's shyness into smiles.

The Duke, in replying to the address of welcome, said:

During our recent tour of the further portions of our Dominion, my wife and I noticed the modern way the hospitals are run there. What it would please me to see would be more co-operation between the Dominions and the Mother-country in matters of health and the treatment of disease, just as there is co-operation in trade and commerce.

I make the suggestion that you encourage visitors from overseas to see your new home as well as the hospital.

Great amusement, in which the Duke and Duchess joined, was caused at the conclusion of the speeches by the loss of the key with which the Duchess was to open the new building. It was eventually found by the architect, Mr. F. Danby Smith, and the Duchess declared the home formally open. She then inspected the building from top to bottom.



THE "COMFORTILET" TOPEES

\$12.50 Less 10% for Cash.

They fit the head as easily as a Soft Felt Hat.

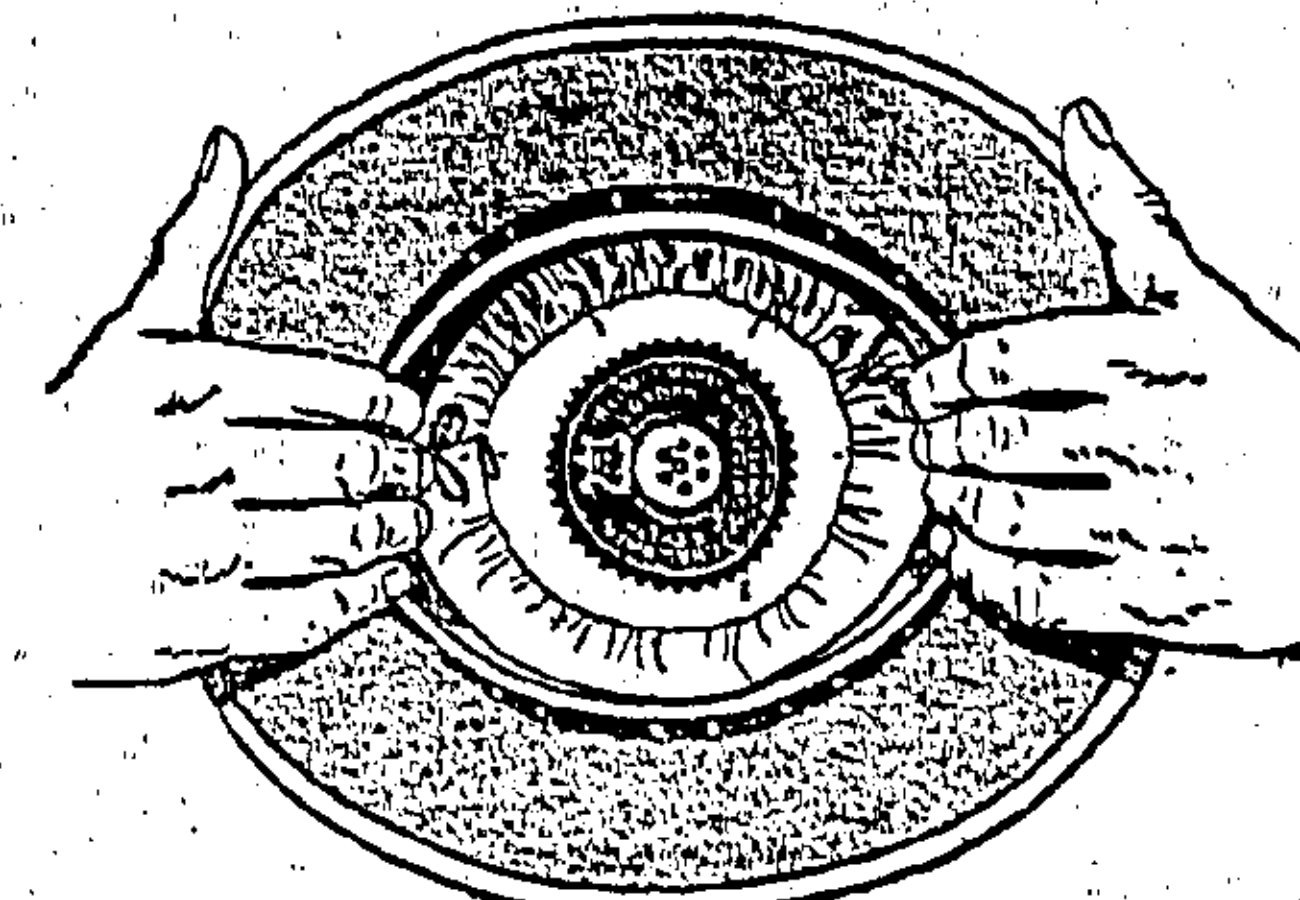
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MEN'S WEAR STYLISTS.

AGENTS FOR ACTUAL MANUFACTURERS

MADE ON A NEW SYSTEM.

GIVE FULL PROTECTION AND ARE COMFORTABLE.



DANCING GERMANY.
LEOPARD SKINS REPLACE SHINING ARMOUR.
THE "OLD SCHOOL" ALARMED.

Berlin. The aesthetic revolution in Germany has been halted. It began shortly after the war, a reaction perhaps, to the former militaristic undertone of the fatherland, and had reached considerable vogue when a counter movement was begun.

"Enough of the mailed fist and shining armour," said the proponents of the New Germany. "Let us devote ourselves to art and beauty."

It became a common sight to see young men dressed in leopard skins, and young women in diaphanous drapes, leaping gracefully into the air on the seashore or on the garden lawns. The goose-step of old Germany was being lost in the classic dances, which swept the nation. It got into the schools, and military drills were replaced by dancing classes, the trend being entirely toward the classic and interpretative. At once, from the throats of the reactionary groups, issued growling complaint.

"Can we dance ourselves to greatness?" they demanded. "If this continues we will be a nation of dancers, and the world will conquer us with ease."

To combat the aesthetes, rival dancing schools were started. In lieu of the graceful leaping about on the greensward, the new pedagogues introduced dances which are largely gymnastic. In short, the new German dances are more physical training than aesthetic training. This spread to the theatre, and the leading athletic dancer of Germany to-day is Miss Laurie De Vine, of the Scala Theatre, in Berlin. Any one of the numerous dances devised by Eleanore Laurie is the equivalent of a course in physical training.

As propaganda for the new school the actress was made head of a new school of dancing, which in a short time, had hundreds of pupils. Her open-air classes were attended by hundreds of spectators, and in the smaller cities and towns of Germany similar classes have been organized, training daily in the robust and athletic dances exemplified by Laurie De Vine.

The aesthetes sneer at the De Vine technique. "It's nothing but calisthenics," they protest. "It isn't dancing at all."

INSURE YOUR BAGGAGE WITH GILMAN'S

"OCEAN" COMPREHENSIVE POLICY.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

MAY 1ST, 1928.	
R.K. Bank	\$1,302 1/2 nom.
Do.	\$1,302 1/2 nom.
Chartered Bank	\$21 buy.
Mercantile Bank A. & B.	\$23 1/2 nom.
Do.	\$21 1/2 buy.
P. & O. Bank	\$24 1/2 nom.
East Asia Bank	\$25 nom.
Canton Insurance	\$860 buy.
Union Insurance	\$94 1/2 sel., \$90 1/2 la.
North China Ins.	\$140 nom.
Yangtze Insurance	\$47 buy.
China Underwriters	\$34 buy.
China Fire Insurance	\$215 nom.
Hong Kong Fire Ins.	\$760 buy.
Donghai	\$40 sel.
H.K. Steamboat	\$24 buy, \$22 1/2 sel.
H.K. Tugs	\$24 buy.
Indo-China (Ref.)	\$37 buy.
Do. (Def.)	\$75 buy.
Shall Transport	\$5 1/2 nom.
Waterboat	\$20 nom.
Benguet	\$21 nom.
Kailan Mining Ad.	\$7 1/2 nom.
Langkat (combined)	\$13 1/2 nom.
Do. (single)	\$14 nom.
S. S. Explorations	\$14 1/2 nom.
Shanghai Loans	\$14 1/2 nom.
Saudi	\$4 nom.
Troms Mines	\$17 1/2 nom.
H.K. & W. Wharfs	\$137 sel.
H.K. & W. Docks	\$43 buy.
China Providents	\$5 1/2 buy, 6 sel.
Hongkong	\$159 x. div. buy.
New Engineering	\$14 1/2 nom.
Shanghai Docks	\$14 1/2 buy.
Ewo Cottons	\$14 1/2 buy, \$40 sel.
Oriental Cottons	\$14 1/2 buy.
8 hai Cottons (old)	\$14 1/2 sel.
Do. (new)	\$14 1/2 sel.
H.K. & S. Hotels	\$8 1/2 sel.
H.K. Lands	\$60 sel.
Shanghai Lands	\$14 1/2 buy.
Humphreys Estates	\$14 1/2 buy.
H.K. Realities	\$34 buy, 8 sel.
H.K. Tramways	\$34 buy.
Peak Trams (old)	\$14 buy.
Do. (new)	\$8 nom.
Star Ferries	\$64 sel.
China Lights (old)	\$12 1/2 x. rights buy.
Do. (new)	\$11 1/2 x. rights sel.
Do. (1928 issue)	\$1 paid 7 1/2 nom.
H.K. Electric	\$104 sel., 70 1/2 la.
Macao Electric	\$34 buy.
Telephone	\$470 buy.
China Buses	\$14 1/2 buy.
Singapore Tractions	\$11 1/2 nom.
China Sugars	\$35 1/2 nom.
Malayan Sugars	\$34 nom.
Canton Tea	\$4 nom.
Cementa (combined)	\$104 sel.
Do. (old)	\$14 nom.
Do. (new)	\$14 nom.
H.K. Ropes (old)	\$71 nom.
Do. (new)	\$8 nom.
United Asbestos	\$10 nom.
Dairy Farms	\$22 nom.
Watsons	\$14 buy.
Der A Wings	\$30 1/2 nom.
Lane Crawford	\$34 buy.
Mackintosh	\$2 sel.
Sincera	\$11 buy.
Wm. Foralls	\$3 sel.
H.K. Amusement	\$23 buy, 29 sel.
H.K. Constructions	\$14 nom.
H.K. Indus. G. & B. Bonds	\$22 buy.
H.K. Govt. Loans	\$7 1/2 nom.
buy—buyers; sel.—sellers; nom.—nominal.	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 30th.	
Paris	34.62
Brussels	34.62
Amsterdam	12.10 1/2
Berlin	20.41
Copenhagen	18.20
Vienna	24.60 1/2
Helsingfors	19 1/2
Lisbon	21 1/2
Bucharest	780
Buenos Aires	47.13 1/2
New York	4.87 31/32
Genoa	25.32
(Continued on next column.)	

By
Special Appointment
to
H.M. King George V.



The Connoisseur's
First Choice
PERRIER
JOUET.

This excellent
Champagne
is now obtainable
in Hong Kong
in three sizes,

QUARTS ... \$7.00 per bottle
PINTS ... \$3.70 " "
BABY ... \$2.00 " "

A baby Perrier Jouet
and Guinness is
The Ideal Tonic and
Pick-me-up.

SOLE AGENTS:

T. E. GRIFFITH, Ltd.

6, Queen's Rd. Tel. C. 3517.
[A 22]

Milan	29.55
Stockholm	18.18
Oslo	18.22
Prague	18.42
Madrid	29.30 1/2
Athens	37 1/2
Rio	6.29/32
Bombay	1/5.31/32
Yokohama	1/11.31/32
Shanghai	2/7
Hong Kong	2/6 1/2
Silver (spot)	24.15/16
Silver (forward)	24.2/16

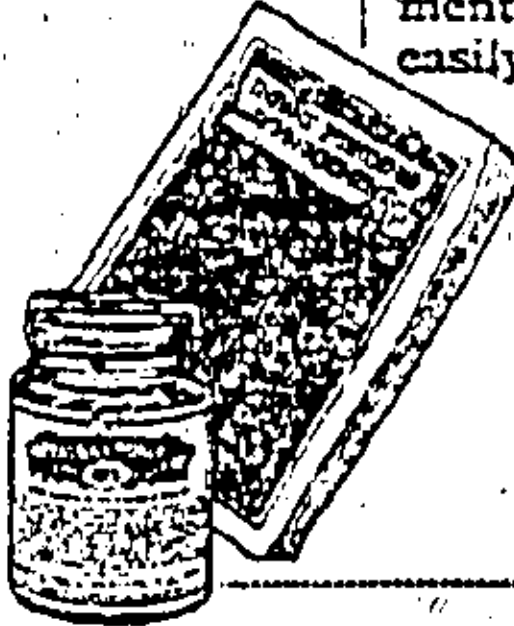


Allenburys

Progressive System of Infant Feeding

Milk Food No. 1
Birth to 3 months
Milk Food No. 2
3 to 6 months
Malted Food
No. 3
6 months and
onwards

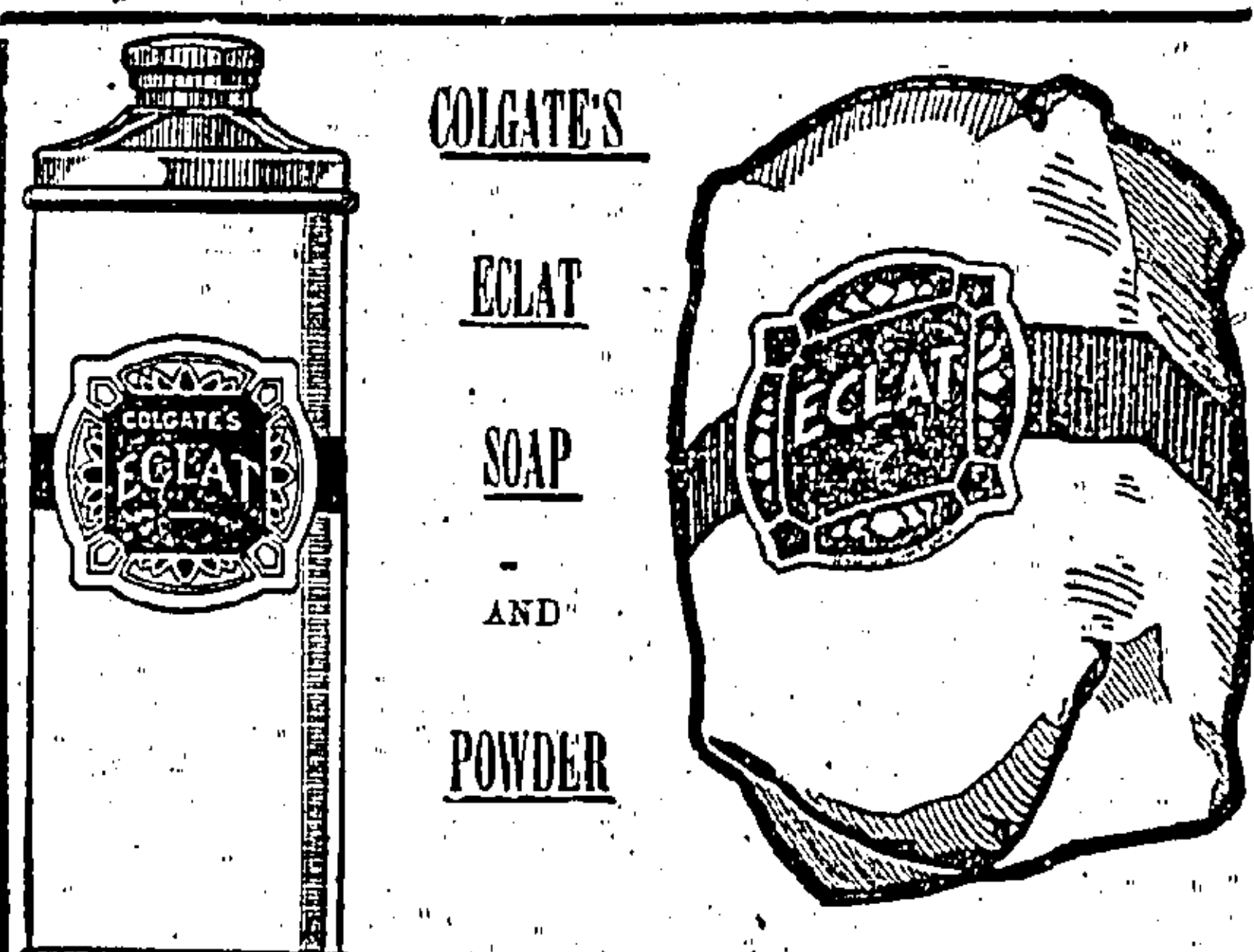
Choosing the correct food for baby means building for healthy development and future happiness. Mother's responsibility is happily met in the 'Allenburys' Progressive System of Infant Feeding. The 'Allenburys' Foods are in a graduated series specially adapted to meet baby's needs and to ensure his healthy progress from birth and throughout each stage of development in infancy. The 'Allenburys' Foods are easily digested by even the most delicate babies.



COUPON ALLENBURYS LTD. 40 Canton Rd., Shanghai.
I am pleased to receive, free of charge, a copy of the 'Allenburys' book 'Infant Feeding and Management' and a sample of Food. Her baby's age is.....

Obtainable at all Stores and Chemists.
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[A.P.B.11]



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THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO., LTD.

TOKIO JAPAN

SOLE AGENTS-

MITSUI BUSSAN KAISHA LTD.

HONGKONG

NEW MOVE IN POLITICS.

FIRST WOMAN AS PARTY LEADER.

DEPUTY PRINCIPAL AGENT OF CONSERVATIVES.

Mr. J. C. C. Davidson, M.P., chairman of the Conservative Party organisation, has appointed Miss Marjorie Maxse, the administrator of the women's organisation, to be deputy principal agent to the party.

The three active heads of the party will thus be, first, Mr. Davidson; second, Mr. H. Robert Topping, the principal agent; and third, Miss Maxse.

This is an historic move by the Conservative Party. The office of deputy principal agent is a new one, and has been created as a recognition of the increasing importance of women in the organisation of the party.

It is the first time that such a position has been filled in any party organisation by a woman.

GREAT ORGANISER.

Miss Maxse has filled successfully various posts in the women's organisation, of which the Countess of Levegh, M.P., is chairman. She is a cousin of Mr. Leo Maxse, editor of the *National Review*, and a niece of Viscountess Milner, and is a remarkable organiser and an excellent speaker, with a good voice.

She joined the Conservative Party as an active worker five years ago. She was appointed a district agent for the southern area, and a few months later took command of the women's organisation.

She nursed in France during the war and subsequently worked at the Foreign Office.

She is a tall, good-looking young woman with dark eyes and hair. Her face is full of character, says a Home newspaper.

Her new post will not interfere with her work as administrator of the women's organisation. She has her own department in the Central Conservative Offices at Westminster, and from it controls the activities of the party's women organisers and speakers all over England and Wales.

The coming enfranchisement of 5,000,000 more women—between the ages of twenty-one and thirty—will add enormously to the importance of this work.

It is recalled that the Conservative Party was the first to choose a woman as chairman of its National Union of Associations—Dame Caroline Bridgeman.

SURGEON AND "SCANDAL" OF A CHILD'S DEATH.

OUT-OF-WORK MAN AND FAMILY IN CONDEMNED PREMISES.

"During the time I have been coroner, I have had to visit a good many poor homes. I must say that I have never been in a house like this. It is extraordinary that in a town like Brighton houses should be without water and proper sanitary conveniences. It is deplorable. In one of the houses I noticed that the windows were nearly all out and the space stuffed with rags."

Mr. Peckett, the Brighton coroner, made this comment at an inquest at Brighton on Irene Esme Leighton, aged three years and seven months, daughter of Arthur Leighton, Oxford-court, off London-road.

The father, an out-of-work furniture porter, said his home was two rooms only. He had four children. He paid six shillings a week rent. The house was in a bad state, and was condemned two years ago. He had had notice to leave, but was unable to get other accommodation.

Mr. Charles Fraser, surgeon, St. George's-place, said he found the child dead in bed by the side of the other children. Mr. Fraser went on:

This child had not the ghost of a chance. If all the doctors in Brighton had been called in nothing could have been done. It is a perfect scandal that people should be allowed to live under such conditions. The child died from acute laryngitis and measles, a contributory cause being the conditions in which the child had lived.

Dr. Duncan Forbes, medical officer of health, said the house was closed officially, but the difficulty was getting the people out and finding them other accommodation.

Inspector Cooke (N.S.P.C.O.), said the children were well nourished and clean. The parents undoubtedly did their best.

A verdict of Death from Natural Causes was returned.

MYSTERIES OF THE HIMALAYAS.

THREE YEARS' SURVEY.

55,000 SQUARE MILES OF NEPAL EXPLORED.

One of the most important pieces of work undertaken by the Survey of India during recent years is the topographical survey and exploration of the territory of Nepal and the preparation of a complete contour map of one of the most conservative countries in the world.

The area surveyed covers 55,000 square miles of country, (approximately equal to that of England and Wales) and extends over some of the greatest mountains of the world, and includes the highest known peak, Mount Everest, which is over 29,000 feet above sea level.

The work constitutes a valuable addition to geographical knowledge.

The results of the survey, which was undertaken at the request of the Prime Minister of Nepal, are published as an Appendix to the report of Col. Commandant E. A. Tandy, R.E., Surveyor-General of India, for 1923-27.

Field work commenced at Katmandu in November, 1924, and was finally closed in March, 1927. The total area surveyed 55,000 square miles, and covers practically the whole of Nepal up to the borders of previous Indian surveys.

Mount Everest.

A section of the report deals with the nomenclature of Himalayan peaks. The Nepalese, it is stated, only give specific names to a few snow-covered peaks of remarkable aspect, but each group of snowy peaks is called a Himal (the Hindi contraction Himal is generally used in Nepal and the Eastern Himalayas in place of the Sanskrit Himalaya used further west) or "Abode of snow," and receives a name. Thus Mount Everest dominates the Maha Langur Himal; Kinchinjunga, the Singalia Himal; Daulingiri, a Himal of the same name; Gauri Sankar, the Rolwaling Himal; and Api, the Vijay Hishi Himal. Mount Everest itself, whose steep southern face carries little snow, is inconspicuous from the south and has received no Nepalese name.

It has recently been suggested that the Tibetans gave Mount Everest the name of Chomolungma, but Lieut. Colonel Ganesh Bahadur of Nepal, considers that this name is used for the whole northern side of the Maha Langur Himal, and that it is not the name of the peak.

Twin Peaks.

In view of Captain Wood's work in 1903 and the full summary of the situation published in 1904 in *Nature*, it is surprising that some European geographers still persist in giving the name Gauri Sankar to Mount Everest. By inquiry in the immediate neighbourhood, the name of Gauri Sankar was definitely found to apply to the twin peaks (23,449 feet) situated over 30 miles west of Mount Everest, as identified by Capt. H. Wood in 1903. The local inhabitants frequently use the alternative name of Gaura Parbatta. Either name implies the idea of Shiva and his wife, and is suitable to these twin peaks but would be quite inapplicable to the isolated pyramid forming the summit of Mount Everest.

'VARSITY WOMEN IN COMMERCE.

PLENTY OF ROADS IN ENGLAND.

Many university women resent the implication made in a recent letter to the press that they are too old to obtain good posts on coming down from college.

Hundreds of women who graduate every year drift into teaching, but an increasing number are becoming more adventurous.

One Oxford M.A. said that she obtained what she called a "stuffy" office post as publicity expert to a big firm at £300 a year. She was then 21.

Tired of it in 15 months and went to Italy with her savings. After three months returned to read, write, and to study Italian.

Served in a London bookshop at £2 a week.

Is now earning a steadily increasing income as a writer.

Shoes And Lingerie.

This is typical of many cases. More and more commercial posts are being filled by such women.

The cash value of culture is being gradually realised by the London stores, one of which has a marked preference for Oxford or Cambridge women graduates. These young women are induced to sell shoes and lingerie at an average salary of £2 10s. a week before they gain promotion as under-buyers or buyers.

MORE HOUSES IN BRITAIN.

200,000 BUILT IN A YEAR.

SOLVING A BIG PROBLEM.

From information which is now available it is evident that more than 200,000 houses will have been built in England during the 12 months which come to an end on March 31st. It has already been recorded in *The Times* that, in the third week of last September, the one millionth house built since the Armistice in the great effort which has been made to undertake the War arrears was finished and ready for occupation. By the end of September the number of houses completed was not less than 1,023,787, including houses built both with and without the subsidy. During that month a particular effort was made in view of the fact that the subsidy was to be reduced, in respect of houses completed after the beginning of October, and the result was that in September as many as 22,261 subsidy houses were finished.

Thereafter there was bound to be a reaction before new work could be put in hand and before it could be discovered how the needs of the various localities were being met. But during the last few weeks there has been a revival, with the result that during the months of December, January, and February the number of subsidy houses completed was 4,278, 5,965, and 6,923 respectively. The number of houses built without the subsidy is only obtained by the Ministry of Health half-yearly, so that no information on the subject is available until the end of March, but it is known that not fewer than 1,065,207 houses have been built in England and Wales since the Armistice, as follows:—

With State assistance—
(1) By local authorities... 407,316
(2) By private enterprise 309,373
Without State assistance up to September 30th, 1927... 348,518

Total... 1,065,207

The Rival Acts.

At the beginning of the financial year 866,142 houses had been built, so that already 199,065 houses, plus an unknown number of non-subsidy houses in the last five months, have been completed since the beginning of last April. In the previous financial year the total number of houses of all kinds built was 314,629. At the beginning of the present month there were 31,316 State-assisted houses under construction, of which 62,503 were included in schemes arranged by local authorities and 19,013 were being built by private enterprise.

There has been much discussion of the rival merits of the Chamberlain Act of 1923 and the Wheatley Act of 1924 for encouraging house-building, but an examination of the statistics of completed houses shows that many more houses have been completed under the Chamberlain than under the Wheatley scheme. At the beginning of this month 325,685 houses had been completed and 21,313 were still under construction under the 1923 Act, while under the 1924 Act 177,245 houses had been built and 29,963 were in course of erection.

In view of the fact that the Wheatley Act was specially designed to encourage the building of houses for letting, it is not surprising to find that it has proved more attractive to the local authorities, who have built 174,256 Wheatley houses and 63,013 Chamberlain houses. But, on the other hand, private enterprise has plumped unhesitatingly for Mr. Chamberlain and has built 292,624 houses under his scheme and 2,963 under the scheme devised by Mr. Wheatley. The balance is made up of the houses built under Section 3 of the 1923 Act, which amounts to 10,555, and which are not included in the above figures.

ENGLISH PROVINCIAL THEATRES.

MISS GLADYS COOPER'S SUCCESS.

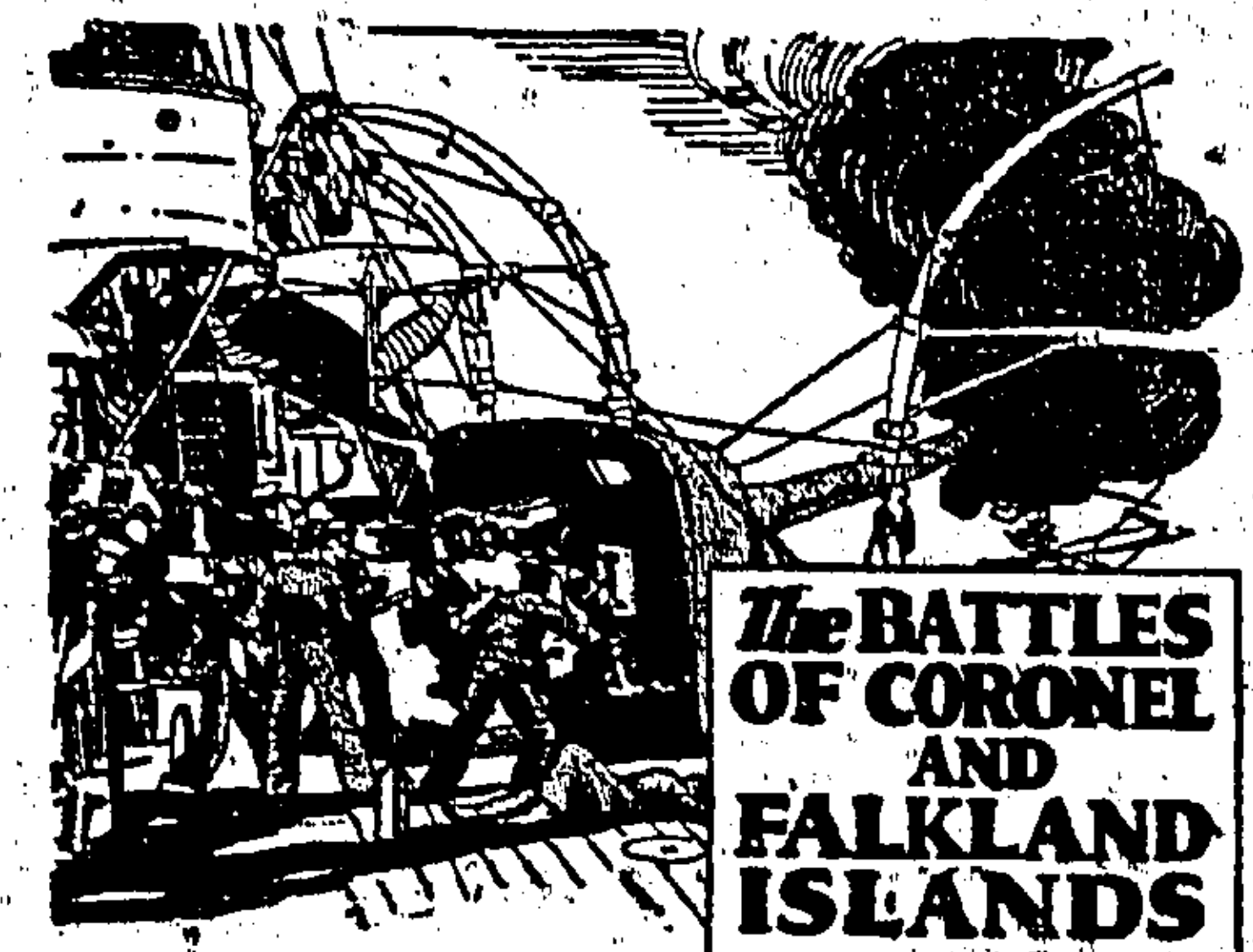
Some remarkably good business is being reported from certain big provincial theatres in England. Miss Gladys Cooper, who is on tour with "The Letter"—the first time she has travelled the provinces since she became a star—says that she is playing to splendid audiences. It will not be surprising if the profits on her tour amount to about £20,000.

Mr. Matheson Lang, who has a new play, "The Patriot," is said to be doing the biggest business he has ever done on tour. He has no superior as a draw in the provinces, and some of the advance booking done for him is stated to be exceptionally heavy.

The tours of "The Girl Friend" and "Hit the Deck" are also proving enormously successful. The takings have been between £2,000 and £4,000 a week recently, theatres frequently being sold out.

SUPERB BATTLE SCENES!—

A WONDERFULLY vivid pictorial record of the two most stirring and dramatic naval engagements of modern times!—



A great and profoundly moving drama produced with the full co-operation of the Admiralty!

NOVELTY GAZETTE, "OUR BRITAIN," WITH MISS AILEEN WOODS AS VOCALIST.

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A DELIGHTFUL comedy of mistaken identity based on the big stage success!—

JEAN HERSHOLT

In

THE WRONG MR. WRIGHT

With

ENID BENNET—WALTER RIESS—DOROTHY DEVORE

AT THE **WORLD** FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

THE COMEDY of a pretty manicure girl whose love for beautiful things leads her into all sorts of serious and laughable situations!—

BEBE DANIELS

In

THE MANICURE GIRL

With

EDMUND BURNS AND HALE HAMILTON

AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15 p.m.

SIR O. LODGE AND OUR DESTINY.

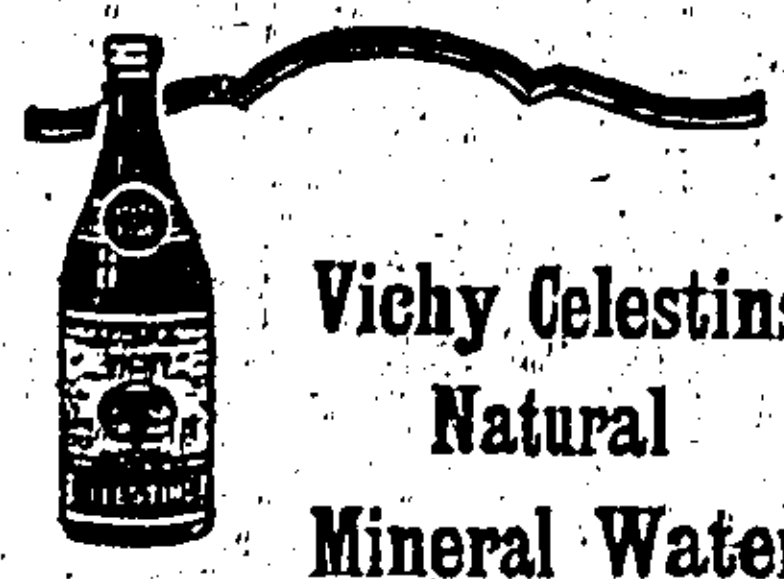
EXISTENCE TO GO ON.

MILLIONS OF YEARS BEFORE US.

Oxford, March 30th.
Sir Oliver Lodge, speaking to-day at the Universities Congress of the vast progress made during recent years in scientific knowledge, said:

A nebula has been photographed, the light from which, it is estimated, has taken 140,000,000 years to come to us. I suppose there never was a beginning and never will be an end. Time will always be going on. You have not forty years, but 40,000,000 years in front of you. You are not going out of existence. I am not going to enter upon the evidence, but my conviction is that, having once come into existence, you do not stop. If we take the cosmic view of life and mind, as we now do of the material universe, we shall realise that what we see here is but a fraction of the whole life and mind in the universe. We have our real existence not on this earth or any other, but in the cosmos.

When we know more we shall not ask whether we can survive death and disease and discard these bodies, but the wonder will be how we ever entered them at all. Our permanent existence is elsewhere in the cosmos. Just as we have groped our way in physical science, so we shall grope our way in spiritual science. The human race has a great destiny before it. There is no reason to suppose this planet will be uninhabitable for millions of centuries. We are at the beginning, and as a race we have a long, long future before us.



Vichy Celestins
Natural
Mineral Water

from the famous Celestins spring, is a very pleasant corrective for gastric troubles and liver disorders.

It gives zest to the appetite and helps one to enjoy the pleasures of the table.

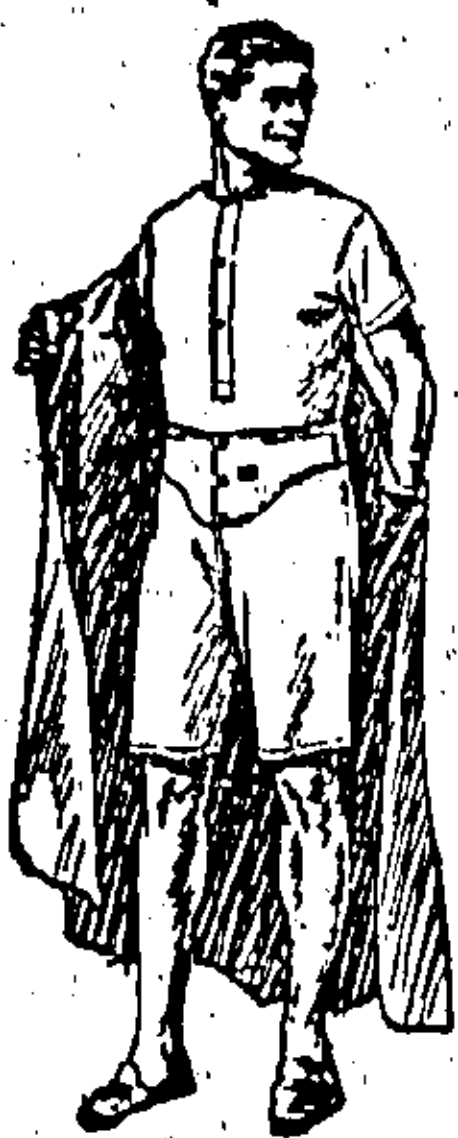
VICHY-CELESTINS

Obtainable at Hotels, Clubs, Chemists and Stores, or from the

Sole Agents!

The French Store
Beaconsfield Arcade.

On keeping cool!



No matter how strenuous the activity; how oppressive the climatic conditions; AERTEX will keep you all cool and fit.

The principles on which AERTEX is constructed ensure perfect regulation of the body's temperature. The dangers of chill are almost obviated and maximum degree of comfort assured.

COMPLETE NEW STOCKS OF VESTS, DRAWERS and COMBINATION SUITS

Any garment made to order.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

EXHIBITION

FOR TEN DAYS ONLY
from 9 a.m. to 5 p.m.
of delightful

PICTURES

WATER COLOURS and Pastels

By the foremost artists of Japan.

The Pastels are all suitably framed.
The Exhibition is being held at the Salon of

KOMOR & KOMOR
and the Prices range from \$2.00 upwards.

Ideal for Wedding Present

KOMOR & KOMOR
ART & CURIO EXPERTS. ST. GEORGE'S BUILDINGS.

FIBRE BOARD CARTONS
the modern and economical containers for all classes of merchandise.

ACME STEEL STRAPS
a fast and efficient method of re-inforcing fibre boxes, crates, bales, bundles and wood-boxes.

ACME TACK-POINT FASTENERS
more easily driven and greater holding power.

J. M. DA ROCHA & CO., Agents.
FIBREBOARD PRODUCTS CO. OF SAN FRANCISCO.
ACME STEEL CO. OF BROOKLYN, NEW YORK. [160]

WHITEAWAY'S FURNISHING DEPT.

ARE IN RECEIPT OF A NEW CONSIGNMENT OF THE LATEST DESIGNS IN:

CRETONNES SILK DAMASKS

FURNISHING POPLINS, ETC., ETC.

YOUR INSPECTION OF THESE BEAUTIFUL FABRICS, IS RESPECTFULLY SOLICITED.

Commencing TO-DAY

Loose Covers and Curtains Made and Fitted.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.

WELSH MINING AREAS.

JOB LOST FOR EVER BY 200,000 MEN.

DIFFICULT AND TRAGIC PROBLEM.

House of Commons.

"A very difficult and tragic problem," was the description given by the Minister of Health, Mr. Neville Chamberlain, to the fate of the mining population in South Wales and other distressed areas where the closing down of coal pits has thrown so many thousand men out of work.

Mr. Ramsay MacDonald, who raised the question on the Consolidated Fund Bill—a formal measure on which almost any subject may be discussed—quoted often from a report on the situation in South Wales recently made by Mr. Rhys Davies and Mr. Pethick Lawrence that was filled with tragic figures emphasising the difference between the state of affairs now and in 1921, when the pits were active.

He spoke of valleys now silent, where all signs of trade had died out and people were walking about the streets in a sort of hopeless despair looking for work.

The distress, he said, was particularly evident among school children. Local medical officers reported a decline in the level of health due to malnutrition; there was a distinct shortage of boots and stockings for the children and non-attendance at school due to ill-health was rapidly increasing.

Mr. Neville Chamberlain thought that while in time there might be some recovery generally in the South Wales coal trade, there were particular districts in which there was no such hope—Blaenau, for instance, where six out of the seven collieries would never work again.

Some 200,000 miners were not likely to find permanent employment in the industry again, and that was an unprecedented situation which called for exceptional measures.

Medical Reports.

The report of the two Socialist M.P.s from which Mr. MacDonald had quoted was rather an apprehension of what might occur than a statement of any serious deterioration of public health at present. Reports of the Health Ministry's own medical officers and inspectors were more reassuring.

There was certainly a shortage of boots and clothing among the school children in South Wales. Mr. MacDonald thought these should be provided out of public funds, but Mr. Chamberlain thought it a pity to depreciate the value of private benevolence.

In South Wales local funds had been most generously supported, but what was wanted was not a series of local funds but a South Wales District Fund organised to cover a large area. Until he was satisfied that private charity had failed he was unwilling to advocate the use of public funds, which would, after all, have to be paid by other places which had their own distress to provide for.

Local government in South Wales had not broken down, and the local authorities had not been covered by the difficulties that they had to face. Never before, according to his information, had there been so high a standard of public administration.

The problem, Mr. Chamberlain proceeded, resolved itself into one of transferring the workless people to places where there was work for them.

14-MONTHS TRIAL IN BERLIN.

LIGHT SENTENCES FOR TWO FINANCE ADVENTURERS.

Berlin. The famous Barmat trial, which began on January 11th, 1927, has ended.

It is a source of pride to German lawyers and judges that the court sat 193 times, heard the evidence of 400 witnesses and the opinions of 50 experts, and that the report of the proceedings filled seven volumes with nearly 3,000 pages.

Now that the judge has sentenced Julius Barmat to 11 months' imprisonment for bribery, his brother Henry to 6 months, and given three other persons such trifling punishment as a fine of £10 or 6 weeks' imprisonment, the public is wondering whether the law is quite as majestic as it had thought.

The Barmats became prominent in the extraordinary commercial and financial conditions of the inflation period after the war. It was alleged that, among other things, the brothers obtained credit amounting to £750,000 from the Prussian State Bank by the corruption of bank officials.

"NO CASE FOR THE JURY."

CHIEF PETTY OFFICER KELSEY ACQUITTED.

JUDGE DIRECTS JURY TO RETURN VERDICT OF "NOT GUILTY."

After remarking on the discrepancies in the evidence given by the chief witness for the prosecution in the case in which Chief Petty Officer G. W. Kelsey was charged with manslaughter, the Chief Justice (Sir Henry Gollan), said that he did not see how he could leave the case to the jury, as there was not any evidence at all upon which the jury could find that the defendant had been guilty of wanton disregard for the lives and safety of others. He therefore directed the jury to return a verdict of "not guilty" against the prisoner.

The charge of manslaughter against Chief Petty Officer Kelsey arose from the fact that in the early morning of March 25th, he drove a public motor car along the waterfront. The car came to grief at the Po Tak Wharf, when a Chinese was alleged to have been knocked down and killed by the car. Immediately after the accident Kelsey swerved the car toward the embankment with the result that the vehicle and occupants toppled into the harbour.

For driving without a licence Kelsey was fined \$20 at the Police Court by Mr. R. E. Lindsell, and was committed to take his trial at the Supreme Court on the more serious charge of manslaughter.

Prisoner was defended by Mr. H. G. Sheldon, instructed by Mr. G. S. Hugh Jones, of Messrs. Wilkinson and Grist. The case for the Crown was conducted by Mr. H. Somerset Fitzroy. The jury empanelled were Messrs. H. Goldenberg (foreman), A. A. Alves, J. McKelvie, J. E. Noronha, L. A. da Costa, D. S. Neilson, and E. Antonio.

The case for the Crown closed yesterday morning shortly after 1 p.m. The witnesses called for the prosecution were police officers who testified to arriving at the scene of the accident a short while afterwards.

A Chinese constable deposed to seeing the headlights of the car coming from a westerly direction. He watched the movements of the on coming car very carefully and when it had reached a point a hundred yards from him, it suddenly swerved into the harbour. Witness did not see anyone knocked down by the car.

Witness further added, that he saw the prisoner get out of the car and stand by the deceased. The prisoner did not walk away, and he (witness) was not requested by the driver to arrest the prisoner. Witness blew his whistle and Sgt. Dyerson arrived shortly afterwards.

Sergeant Dyerson said that when he heard the police whistle he was in Lung Chung Wharf. He hurried to the scene and saw a Chinese man lying in the roadway. The prisoner was standing near the injured man and said to witness, "Oh, you are the man I want. I was driving this car and in trying to avoid knocking down the person on the road, the car went into the harbour." Prisoner also added, "How do you think that I shall get on in this case, as I expect to go home next week?" Witness, assuming that the prisoner had no licence to drive a car, told him that he would certainly be charged with driving a car without a licence.

After Sub-Inspector Mason had given expert opinion in respect to the skid and the condition of the car, the case for the prosecution was closed.

Mr. Sheldon opened the defence in the afternoon and submitted that there was no case for the jury. His Lordship, however, held that there was evidence that death was caused by the prisoner's action and the onus was on the defence to show that there was no negligence. His Lordship then pointed out that the defence could use the evidence of the Crown for that purpose, and after that had been done, and if he (His Lordship) still thought that there was some evidence to go to the jury, Mr. Sheldon would have to carry on with the case.

Mr. Sheldon then dealt with the section under which the prisoner was charged. After reading the section, Mr. Sheldon remarked that the law did not require the "utmost precaution" but only "reasonable precaution." There (Continued on next column).

PIG RUNNER FINED.

LEGS TIED TOGETHER.

S.P.C.A. ALERTNESS.

A Chinese pig runner appeared before Mr. W. Schofield at the Kowloon Magistracy yesterday morning on a summons for cruelty to a pig.

The case was brought by Mr. P. O'Brien, Inspector of the S.P.C.A. who said that he saw a pig being landed at Yaumati Station from the 11.25 train from Sum Chun. The pig's legs were tied together and the animal was in a crate which was too big for it and allowed it to roll and bruise its sides. Witness called for the owner, and as nobody came to claim it, he took it to the Mongkok Police Station. The defendant later came to the Police Station and said that he was engaged by the Wing Shing Lung firm as a pig runner and was in charge of the animal in question. He did not notice that the legs of the pig were tied. Mr. O'Brien added that pigs were usually brought to the Colony with straw in their crates.

The Magistrate warned the defendant that he must be more careful in future with animals in his charge, and he must put straw in their crates. A fine of \$5 was imposed with the alternative of five days' hard labour.

was, therefore, no evidence at all to show that the negligence attributed to the prisoner was sufficient to cause death.

Continuing, Mr. Sheldon said that even if there was evidence to show that the prisoner had caused the death of the man, there was still no evidence of negligence. There was also no evidence to show that the prisoner had driven the car in such a dangerous manner as to show a wanton disregard for the safety of others.

The only reliable evidence in respect to speed was given to Sub-Inspector C. F. Alexander by the licensed driver on the morning of the accident when the facts were still fresh in the driver's mind. The speed was then given as 20 m.p.h. His Lordship could therefore accept that statement to be true.

His Lordship (to Mr. Fitzroy): You can assume that death was caused by the prisoner. What can you say further about it?

Mr. Fitzroy replied that the question of speed was not relied upon by the prosecution. He contended that the evidence showed that the prisoner drove the car with disregard for the lives of others, and that was the ground on which the case was based. "A motor driver owed a duty to every one," he added.

His Lordship said that he could not see any evidence of recklessness and asked Mr. Fitzroy what evidence he could produce on that point, as the onus rested with the prosecution.

Mr. Fitzroy after remarking on the excessive speed at which he contended the car was being driven and which had caused the learner driver to put his hand down, said that the evidence did suggest a wanton disregard for the safety of the people on the road. His Lordship could judge from the skid of 78 feet made by the vehicle and if that evidence was not strong enough to show the excessive speed, he (Mr. Fitzroy) had nothing more to say.

His Lordship: "The only witness who can be said to have given direct evidence is the driver, and I think I can assume that the jury would not pay very much attention to the driver." His Lordship then referred the jury to the discrepancies in the driver's evidence and remarked that the man's evidence on the whole was not worth much.

Continuing, his Lordship said, "I do not see how I could leave the case to the jury and say there is evidence upon which they could come to the conclusion that the prisoner had been guilty of wanton disregard for the lives and safety of others. Gentlemen of the jury, I must direct you to return a verdict of 'not guilty.'"

The jury without retiring returned a verdict in accordance with his Lordship's direction.

His Lordship: That is all that could be done. It was very regrettable that this unfortunate man should have met his death in this way. But we are dealing with Criminal Law and before a person could be punished, it must be proved conclusively that he was guilty of the crime of manslaughter. I think the only verdict is that which you have returned on my instructions. Your Lordship, the prisoner has specifically instructed me to express to the Court and the jury his real and very earnest concern for the fate of this unfortunate man. His Lordship: Quite so, I am sure.

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HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

Chinese Company.

Forty men of the Chinese Company to be detailed by the O.C. will parade at Central Police Station on Sunday, May 6th, at 8 a.m. sharp for duty at the unveiling ceremony in the Public Gardens. Dress: White uniform, helmet, belt (no frog), truncheon. Rifle or side-arms will not be carried.

Squad Drill:—All recruits of the Chinese Company will parade at Central Police Station on Wednesday, May 2nd, at 5.30 p.m. sharp for Squad Drill under Sergeant Condon.

Indian Company.

Strength:—Constable R.20 Inayat Ullah has been taken on the strength of the Indian Company as from April 25th.

Squad Drill:—All recruits of the Indian Company will parade at Central Police Station on Wednesday, May 2nd, at 5.30 p.m. sharp for Squad Drill under Sergeant Condon.

Flying Squad.

Ten men of the Flying Squad to be detailed by the O.C. will be in attendance of the unveiling ceremony in the Public Gardens on May 6th, at 8.30 a.m. Dress: Khaki.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, May 3rd. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki.

Sharpshooters' Company.

Revolver practices will take place at the Kennedy Road Range on the following days:—

Wednesday, May 2nd, at 5 p.m.
Sunday, May, 6th, at 10 a.m.

Members will assemble at the range with their own revolvers. Uniform optional.

Equipment:—Those members still in possession of old type belts and holsters are requested to return same to the office of the O.C. immediately.

(Sgd.) W. KRST, A.S.P., Adjutant.

Hong Kong, May 1st, 1928.

FEW VIOLET RAY CURES.

DISCLOSURE OF HARMFUL RESULTS.

"Artificial sunlight has not yielded the benefits that the hospital had been led to expect," stated Dr. H. Tyford Howell, tuberculosis officer for Hackney and Bethnal Green, in his report read on April 4th at the annual general court of the governors at the City of London Hospital for Diseases of the Heart and Lungs.

"Our experience," the report continued, "is that the majority of our cases have benefited little, and in only one or two instances has definite improvement followed such treatment. Some, indeed, were worse. The strong do well, but the weak become worse. Unfavourable results are reported in febrile pulmonary tuberculosis, and it is found that some patients, especially children, are constitutionally unfitted for the treatment."

Indiscriminate Use.

"In the report of the chief medical officer of the Ministry of Health for 1926 it is stated that ultra-violet light forms a useful accessory in the treatment of certain diseases, but it is by no means the 'general specific' for all forms of disease, and he deprecates its indiscriminate use by the public."

"The medical officer of the Ministry also gives the report of the assistant medical officer of health for Croydon, who states that the very debilitated, anemic, chronically delicate child either fails to respond to treatment or is definitely harmed by it."

"Some tuberculosis dispensaries," Dr. Howell concluded, "have entirely given up artificial sunlight treatment."

CINEMA NEWS.

STORY OF THE NAVAL FILM.

With the famous British naval film, "The Battles of Coronel and Falkland Islands" being screened at the Queen's Theatre to-day it is interesting to recall that at the dinner held a little over twelve months ago to inaugurate the making of the greatest of all naval screen subjects, there were present a number of naval officers who had actually taken part in the Coronel and Falkland Battles.

Rear-Admiral J. Luce, C.B., who commanded H.M.S. *Glasgow* in both battles, pleaded for no bitterness in the film's treatment. In 1914 the Navy, he said, respected a gallant foe, and this esteem was reciprocated. It was before the dark days of black manufactured "hate."

He recounted also the gallantry of the rescued survivors of the *Leipzig*. On landing these German sailors at Devonport, the British tars at their own request, gave them a cheer, which was (with equally punctilious permission) cordially returned.

The film of "The Battles of Coronel and Falkland Islands" has certainly been made in this spirit. Strong co-operation from the Admiralty included expert advice and the use for months of battle-craft of every type and the full facilities of Malta, Portsmouth, Weymouth and Devonport. Further assistance was received from the Navy League as well. Under the production control of H. Bruce Wolfe, and personal direction of the alert and capable Walter Summers, was translated into screen terms the most dramatic exploit of the Senior Service since Trafalgar.

The result is magnificent, exceeding all expectations. A little licence is evident. The armed liner *Otranto*, which escaped from Coronel, is omitted; a few minor criticisms have been made by naval technicians. But they count as trifling beside the big achievement—the play of a drama with warships as characters, and the intangible Britannia as heroine. An additional attraction will be Pathe's novelty gazette, "Our Britain," showing the Empire's fighting services in action, during which Miss Aileen Woods will sing "Land of Hope and Glory," the audience joining in the chorus.

A FREE CINEMA SHOW.

NOVEL WINDOW DRESSING AT LANE, CRAWFORD'S.

A crowd of interested spectators was to be seen yesterday afternoon round one of the windows of Lane, Crawford's. Two watchmen did what they could to keep the path clear for pedestrians although there was hardly any passer-by who did not pause for a moment. On the edge of the pavement and in the gutter stood the crowd of Chinese idlers which always patronises any form of diversion which may be provided in the streets.

The interest was aroused by a small black box, across the glass face of which passed, at nicely calculated periods, a series of cinematograph pictures advertising Capstan cigarettes. We understand that the apparatus which is the property of the B.A.T. Co. will not be added permanently to the attractions of Lane, Crawford's window, though whether it is the possible objections of the police or the Hong Kong Amusements Co. which are considered we did not ascertain.

NO MAY DAY CELEBRATION.

CANTON GOVERNMENT ORDER.

KEEPING THE DISORDERLY ELEMENTS IN CHECK.

"BUSINESS AS USUAL."

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, May 1st.

To-day is May Day. In striking contrast with recent years there was no demonstration or parade by the labour unions. This was the result of a Government order which strictly forbade the holding of any assembly. The reason, according to the Provincial Administration order, was not to repress the aspirations of labour, for the Government wants to help the labouring class all it can in accordance with the programme of the Nationalist Party, but as a necessary precaution against any possible trouble that might arise out of such gatherings.

UNRULY ELEMENTS.

When the Canton labour unions were at the zenith of their power thousands of manual workers used to form a huge parade on May Day. Undoubtedly there were law-abiding people among the labourers "but at the same time," as an official said to our representatives, "there was also that unruly element in the labour class who were liable to commit depredations not calculated to inspire confidence. Because of this riots often occurred on May Day. Once the members of the Mechanics Union, who were avowed antagonists to Communism, refused to march side by side with the members of the Labour Representatives Federation, an association under the domination of the Communists. The step now taken by the Government this year is merely to provide against a possible repetition of similar riots."

No general holiday was proclaimed this year by the Government. Some labourers are, however, having a holiday. All the vernacular newspapers in Canton are publishing to-day as usual. But the *Canton Gazette* stopped its issue for to-day, having given a holiday to its workers.

Owing to the approach of Labour Day, nocturnal restrictions have again been enforced and belated inhabitants are finding difficulty in getting from street to street. Armed sentinels have been stationed in the principal thoroughfares of the city and at all strategic points in Canton. The Government is, in fact, taking no chances of trouble in connection with May Day though so far no sign of any disturbance has been discovered.

UNIONS REDUCED FROM 400 TO 41.

The present number of labour unions in Canton is 41. At one time there were over 300. Because of their leanings towards Communism or because of their open participation in the Communist holocaust of December 11th last, practically all the labour unions have been dissolved by the Government. The remaining 41 are supposed to be anti-Communist and are on the side of the Government. They are grouped under two categories: The Kwangtung General Labour Federation which has affiliated with it some 38 lesser labour unions, and the independent labour unions. To the former belong the Painters' Union, Mat Shed Builders' Union, Native Drug Workers' Union, Hard Wood Carvers' Union, Jade Workers' Union, Marble Workers' Union, Window Makers' Union, Women's Sewing Association, the All-China General Railroad Workers' Union, etc. To the latter belong The Chinese Seamen's Union, the All-China Mechanics Union, etc.

In connection with May Day affairs Mr. Ma Chiu Tsoo, Commissioner of Labour and Pensions, has just issued a circular notification to all the district magistrates, instructing them to keep a sharp lookout on the labourers in their respective districts. "The labour unions dissolved by the Government are not allowed to be reorganized unless first approved by the Government," stated the notification. "It has been found that at times the workers of a dissolved union assembled together more or less en masse and reformed the union under the disguise of a new name. Such labourers should be strongly dealt with."

A MILITARY CONCLAVE.

LI TSAI HSIN TO VISIT KWANGSI.

PLANS FOR SUPPRESSING PIRACY DISCUSSED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, May 1st.

A series of military conferences are now being held at Government House for the purpose of putting the affairs of the Leung Kwang Provinces in order. Presided over by Marshal Li Tsai Hsin, these conferences are attended by all the military men of note, including Generals Wong Shiu Hung, Chen Ming Shu, Chen Tsai Tong and Shu King Tong, and others. The conferences are being held behind closed doors but the agenda is as follows:—

(1) To evolve a comprehensive and feasible plan for the extermination of piracy and robbery throughout the province of Kwangtung. (2) To consider the problem of co-operation between the military and the civilian population in the maintenance of public order. (3) The despatch by the Leung Kwang Provinces of soldiers to participate in the Northern Punitive Expedition. (4) The problem of the reduction of the army and of war expenses. (5) The problem of the unification of the military system.

Tang Shih Tang, acting-Commissioner of Police has tendered his resignation of that post on the ground that he wants to spend all his time improving the efficiency of the Canton Garrison troops, of whom he is the Commander. The Government has not actually accepted his resignation but General Tang Yin Wah, former Police Commissioner has been mentioned for the post. But the General has consistently refused to accept that office asserting that he is busy enough with his job as Vice-Commander of the 5th Army.

The latest news from military circles in Canton is that Marshal Li Tsai Hsin will accompany General Wong Shiu Hung on the latter's return to Kwangsi some time this week or the next at latest. The Marshal wishes to help General Wong with the reorganization of the Kwangsi Government and to renovate the grave of his mother who died during the latter part of the last year.

OPIUM IN SUITCASE FALSE BOTTOM.

CHINESE EVE BLAMES HER ADAM.

\$3,000 FINE IMPOSED.

Another case showing the ingenuity of opium smugglers was heard yesterday morning before Mr. R. E. Lindsell at the Central Magistracy, when a Chinese woman was charged with the unlawful possession of 133 taels of unprepared opium.

A Chinese detective giving evidence said that the defendant was in a ricksha near the Canton and Macao Steamboat wharf. He stopped her ricksha and questioned her. Defendant failed to give satisfactory answers which aroused the two ricksha baskets and a bamboo suitcase. There was a false bottom in the suitcase and in that compartment the drug was concealed.

In answer to His Worship, defendant said that her master had given her the opium to take to Swatow. Holding that she knew that she was carrying opium, the Magistrate imposed a fine of \$3,000 with the alternative of 6 months' hard labour.

COLLISION NEAR PEAK TRAM STATION.

POLICE OFFICER'S CAR INVOLVED.

A Chinese chauffeur who was driving Private Car No. 401 was charged before Major C. Wilson at the Central Magistracy yesterday with driving his car in a reckless manner. The defendant pleaded guilty, and Police Inspector Smith said that the defendant after dropping his employer at the Peak Tramway Station backed his car away and bumped into the car in which the witness was testing a driver. Inspector Smith added that the mishap was due to reckless driving on the part of the defendant as he did not look back to see if the way was clear.

The defendant was fined \$10.

PLAGUE OF MOSQUITOES.

COMPLAINTS FROM THE PEAK.

INSUFFICIENT ATTENTION PAID BY RESIDENTS.

SANITARY BOARD DISCUSSION.

At the fortnightly meeting of the Sanitary Board held yesterday, the origin of the recent plague of mosquitoes was enquired into by Dr. W. J. M. Carr. In his reply, Mr. W. J. Carr, president of the Board, said that several complaints had been received from the Peak district. Investigation was at once made, and in several cases, it was found, that the negligence of residents had at least aggravated the plague.

The questions asked by Dr. Koch were:—

(i.) Will the Head of the Sanitary Department inform the Board whether any steps have been taken to discover the origin of the recent plague of mosquitoes that has been prevalent on the island, and whether any efforts have been made to deal with this? (ii.) Can the Head of the Sanitary Department issue orders to enforce the covering over of all pail closets, middens, manure heaps, garden refuse, etc., with an impermeable layer of earth, to be constantly renewed as required in order to prevent the danger and nuisance of fly breeding during the hot weather?

PRESIDENT'S REPLIES.

Mr. W. J. Carr replied as follows:—

It is not clear whether reference is made mainly to the Peak where there has been a serious plague of mosquitoes during the last few months or to the island generally. I have received a considerable number of complaints from residents at the Peak—and I myself have been as great a sufferer as any—but I have not heard of any serious complaints from other districts.

Tin Cans And Bottles As Breeding Places.

Every complaint received has been investigated at once by a European Inspector and an experienced foreman has spent a considerable period during the last month or so investigating various areas. In several cases the negligence of residents had at least aggravated the plague. Old tin cans were found dumped on the hillside and in one case a collection of old milk bottles had formed excellent breeding places. I am convinced also that sufficient attention is not paid by residents to the condition of the gutters running round the eaves of houses.

"Small Collections Of Water."

The plague of mosquitoes on the Peak was largely confined to the Pokfulam Catchment area and to the hillside south of Stanley Road. Mosquitoes were found in small collections of water on the hillside. These pools were emptied of water, and the surrounding undergrowth cut. The permanent abolition of these breeding places would require the filling in of thousands of holes and crevices, large and small, on the hillside. The cost of this work would be enormous and any improvement made would continue only until fresh holes and crevices were eroded by the next heavy shower of rain.

The weather this spring has been particularly favourable to the retention of water in any depression in the ground and to the consequent breeding of mosquitoes. A few heavy showers of rain would flush out these holes and prevent further breeding.

The worst area has been the Pokfulam Catchment area, which, of course, cannot be dealt with by the use of larvicides. In other areas on the Peak various pools, gullies and drains have been well oiled.

To the second question, Mr. Carr replied as follows:—

"Under Scavenging and Conservancy By-law No. 3 the proprietor or owner of any latrine in that portion of the Colony served by the Conservancy Contractors with the exception of the Hill District, must make due provision for the daily removal of all excremental matters to the conservancy boats; while in the Hill District this duty is specially laid on the contractor by Condition No. 7 of the Conservancy Contract."

Flyproof Cover.

Under the Matched Regulations No. 14 the owner of a matched intended for occupation must provide adequate latrine accommodation for the occupants with the receptacles for the excreta so arranged as to be flyproof to the satisfaction of the Board.

There can, therefore, be no question of covering pail closets with an impermeable layer of earth.

Frequent Action Against Offenders.

I am not aware of any regulation or by-law under which I could enforce the covering of middens, manure heaps, garden refuse, etc., with an impermeable layer of earth, but I can, and frequently do take action against such accumulations as nuisances under Section 24 sub-section 8 of the Public Health and

(Continued on next column).

THE LEE HYSAN MURDER.

A HIRED ASSASSIN?

VARIOUS THEORIES ADVANCED.

The murderer of Mr. Lee Hysan is still at large. The Police have tapped every source of information and have to confess that they have no clue likely to lead to the apprehension of the criminal.

The Police, however, are convinced that the man who fired the three shots at Mr. Lee Hysan was a hired assassin, and that the murder was a well planned affair. It was also believed that the assassin had the help of several accomplices.

Chinese Opinion.

The consensus of Chinese opinion is also that the assassin was hired by someone who had a grudge against Mr. Lee Hysan arising out of some business transactions. They also believe that behind the murderer, there is a powerful organisation which could afford every reasonable protection to the gunman who carried out the crime. They are frankly of the opinion that the murderer will not be brought to book.

Body Removed From Mortuary.

The body of Mr. Lee Hysan, which was removed to the Mortuary after the tragedy, was later taken to deceased's residence at Kennedy Road. The post-mortem examination revealed that the first two shots entered the back, and the other struck the back of the neck severing the main artery leading to the heart. Of the two shots hitting the back, one pierced the liver. The third shot was found embedded in the woodwork of the staircase.

Official Report.

The brief official report is as follows:—

"Sent to the Public Mortuary at 3 p.m. on April 30th the body of Lee Hysan, a Chinese male, 49 years of age, of No. 32, Kennedy Road, shot at and killed in the entrance of the Yue Kee Club, No. 198, Wellington Street, at 1 p.m. on the same day, by an unknown person who left behind a .38 calibre Smith-Wesson revolver loaded in all six chambers, three rounds having been fired."

The Weapon.

The weapon with which the murder was committed presented a peculiar appearance. The sight has been seen off making it about an inch shorter, this having probably been done to make it easier to conceal.

The butt of the gun was drilled and bored for the purpose of attaching a stock.

Vague Description.

The Police have since been able to obtain a very vague description of the supposed murderer. A *foki* of the Yue Kee Club said that at the time he was looking down the staircase. He caught a glimpse of the trousers worn by the supposed murderer. He could not see the face of the man because the roof of the staircase obscured his view. He said that the man was wearing white striped trousers, black shoes and black socks.

No Chance Of A Finger Print.

The Police's hope of securing a finger print of the murderer was destroyed by the carelessness of the Indian constable who went to the scene in response to the police whistle. The constable picked up the revolver and turned the body of Mr. Lee over, thus destroying any finger print which the assassin might have left either on Mr. Lee's body or on the butt of the revolver.

The Reward.

A reward of \$10,000 is offered for information which will lead to the arrest of the assassin. The rumour that the reward has been increased to \$20,000 was denied by the Police yesterday evening.

Building Ordinances. In the more remote areas under the jurisdiction of the Board such accumulations are permitted if supplied with a satisfactory fly proof cover.

Different Information.

Dr. Koch then pointed out that the information he had received differed from that of Mr. Carr. He was not only referring to the Peak district, but to Dranksome Towers and Kowloon as well.

Mr. Carr said that the matter could be looked into and that Dr. Koch's questions did not make this point quite clear.

Prevention Of Infectious Disease.

Dr. Koch's suggestions in respect to the prevention of infectious diseases were, at his own request, held over till the next meeting of the Board. The suggestions are:—

"That this Board respectfully suggests to the Authorities the provision of setting in action investigations into the possibility of devising means for the prevention of the prevalent infectious diseases, such as typhoid, malaria, tuberculosis, etc. It further suggests that such investigations might be undertaken by local medical men under the direction of the Government, and that their reports be published for the guidance of the community."

Those present at the meeting were:—Mr. W. J. Carr (President), Mr. J. Watson (Secretary), Mr. W. J. M. Carr, Dr. R. C. Ho, Dr. G. W. Pope (M.O.H.), Mr. J. P. Bragg, the Hon. Mr. H. T. Cross, C.B.E., and Dr. Fawcett.

SEQUEL TO OBLIGING A CUSTOMER.

THREE WINE DEALERS SUMMONSED.

HAPHAZARD RECORDS.

Three Chinese wine firms, Tai Lee, Tai Tung and Hin Nin Kee, were summonsed before Mr. R. E. Lindsell at the Central Magistracy yesterday for alleged breaches of the Wine and Spirits Ordinance. The charges against the first firm, Tai Lee, were: (1) being in possession of dutiable Chinese wine and allowing same to be carried in Queen's Road without the necessary green duty labels; (2) being in possession of dutiable Chinese wine without the green duty label or a broken red label; (3) failing to keep a correct record of 13 jars of Chinese wines; (4) being in possession of 385 gallons of dutiable Chinese wines at their premises in Queen's Road East.

The second firm, the Tai Tung wine shop of Whitfield, were summonsed for failing to keep a correct record of the issue of red duty labels, and the Hin Nin Kee firm were summonsed for having in their possession dutiable Chinese wine which had been transferred into storage vats.

Mr. B. C. K. Hawkins, Assistant Superintendent of the Imports and Exports Office, appeared for the prosecution, and Mr. H. A. Taylor, of the same office, was also present.

Mr. M. K. Lo appeared on behalf of the Tai Lee and Tai Tung firms, while Mr. G. K. Hall Brutton was for the Hin Nin Kee wine firm.

Revenue Officer Grimmer said that while driving through Queen's Road East on the 13th inst. he saw two coolies carrying two jars of wine, the seals of which he noticed were water soiled and dirty. He stopped the coolies, and they took him to the Tai Lee wine shop. Here he found three other jars in the same condition. On questioning the proprietor of the shop, the latter admitted that he had no more red labels. Later the witness went to the shop to which the jars were consigned and found in the premises of Hin Nin Kee wine shop, eight similar jars, with wet green labels. The contents of five of these jars had been emptied into the storage vats.

The witness explained that a special red label was given by the Department to cover consignments of wines removed from one retailer's shop to another, but in addition each jar must bear a red duty label, which was also issued by the Department.

As the dutiable wine found on the premises of the Hin Nin Kee wine shop came from the Tai Lee firm, the Magistrate remarked that he was willing to dismiss the case against the former firm if they would agree to the confiscation of the wine, and the payment of the duty to the Revenue Department.

As the wine had not been paid for, nor had they received the bill from the Tai Lee firm, Mr. Hall Brutton, agreed to pay the duty owing and to submit to its confiscation. The charge was accordingly dismissed against the Hin Nin Kee firm and Mr. Hall Brutton retired from the Court.

On behalf of the Tai Tung wine firm, Mr. Lo explained that a customer had given an order for two jars of grape wine to be sent immediately to his residence. The proprietor did not have any of the specified wine in stock, but not wishing to lose the order agreed to send it. According to the usual custom, they sent two coolies to the Tai Lee wine firm with four red duty labels to fix to the lids of the jars. The trouble all arose from the fact that instead of the Tai Lee *foki* pasting the labels on the jars given them by the Tai Tung coolies they pasted their own labels on the jars. Thinking that they had used Tai Tung labels, they made no entry. When the coolies were arrested for carrying jars which did not bear their own labels (Tai Tung) the coolies found out the mistake.

After extremely complicated evidence had been given of the methods by which the wine was conveyed from one retailer to another and thence on to the customer, the Magistrate held that the correct official ritual had been performed and dismissed the case against the Tai Lee firm.

As it was then too late to continue with the case the Magistrate suggested that the Tai Tung wine firm submit their records and books to the Revenue Department for examination.

Mr. Lo agreed to this and the case was then adjourned till next Tuesday.

AN APOLOGY.

MESSRS. LANE CRAWFORD LIMITED beg to inform the public that in advertising goods for sale in their Men's Outfitting Department by notices in the local press and by circulars to customers they have made use of designs and letterpress which are the copyright of Messrs. Austin Reed's of Regent Street London particularly in advertisements headed "THE NEW TAILORING—YOU CHOOSE YOUR CLOTHES NOT CLOTH" which both in design and letterpress is an infringement of Messrs. Austin Reed's copyright advertisement "THE NEW TAILORING—YOU CHOOSE CLOTHES INSTEAD OF CLOTH" and "LANEFORD DRESS COLLARS," the design and letterpress of which is an infringement of Messrs. Austin Reed's copyright advertisement in respect of their Summit collars.

MESSRS. LANE CRAWFORD LIMITED publicly admit that they are not, and never have been, the agents of Messrs. Austin Reed's and that their use of such designs and letterpress was entirely unauthorised and a flagrant infringement of Messrs. Austin Reed's copyrights.

MESSRS. LANE CRAWFORD LIMITED regret the publication of such infringements and they unreservedly apologise to Messrs. Austin Reed's and to the public.

They undertake not to reproduce such infringements in future.

SOME RECORDS WE RECOMMEND

"CHAUVÉ SOURIS"

9220 RUSSIAN BARCAROLLE
ROUND THE HAY WAIN

4423 SONG OF THE BLACK HUSSARS
(GRIEF (CHOPIN'S ETUDE)

4424 A PASTORAL
SING TO ME THE OLD SONGS

4425 BERCEUSE
GIPSY SONG

THE ANDERSON MUSIC CO., LTD.

NOTABLE RECENT PUBLICATIONS.

- "ADVENTURES IN ARABIA." By W. B. SEABROOK \$8.00
Among the Bedouins, Druses, Whirling Dervishes, and Yezides
Devil-worshippers. Illustrated with many photographs and
with pen-drawings by A. G. PIERCE
- "MEMORIES OF BOOKS AND PLACES." By J. A. HAMERTON \$9.50
With 17 Original Sketches by J. A. HAMERTON
- "THE LAWS OF AUCTION BRIDGE AS REVISED AND ADOPTED AFTER CONSULTATION BY THE PORTLAND CLUB WITH OTHER LONDON CLUBS—1928." \$75 Cts.
- "AUCTION BRIDGE." By J. TAYLOR \$3.75
The essentials of the game for all players, with the new laws for 1928.
- "NEW POCKET ATLAS OF THE WORLD—1928." Edited by G. PHILIP, F.R.S. \$1.50
128 pages of maps, together with an index of nearly 6,000 names.
- "THE ROAD TO BUENOS AIRES." By ALBERT LONDBERG \$5.65
The most terrible exposure of the White Slave Traffic ever written.
- "WHAT DREAMING MEANS TO YOU." By M. CUTTING \$2.65
This book sheds considerable light on how to use dreams for practical purposes.
- "THE PACIFIC—A FORECAST." By F. T. ETHERTON \$9.50
The Pacific Ocean is the next focus of World disturbance. The most momentous problem facing civilization is whether the clash of major interests on its shores will eventuate in War. Here are the facts and the probabilities of the situation.
- "A BOOK OF WORDS." By RUDYARD KIPLING \$5.85
Selection from Speeches and Addresses delivered between 1900 and 1927. Published for the first time in 1928.
- "HIGHER BOOK-KEEPING AND ACCOUNTS." By L. C. CHOPPER \$5.85
This treatise is written for students sitting for advanced examinations in book-keeping, and for the secretary, the accountant and auditor, and the man of business.
- "SYMBOLISM OF THE GODS OF THE EGYPTIANS." By Dr. E. M. SEWARD, F.R.S. \$8.00
And the Light they throw on Freemasonry.
- "LESSONS IN MASONIC DIALOGUES." Translated from the German with introduction and annotations by The Rev. A. COHEN, M.A., F.R.S. \$4.50
- "EUROPEAN SKYWAYS." By LOWELL THOMAS \$15.00
The story of a tour of Europe by airplane. With illustrations.
- "CAN YOU ANSWER THIS?" A Question Book by GEORGE A. BIRMINGHAM \$2.85
An amusing, instructive and irresistible pastime.

KELLY & WALSH, LTD.
THE BOOKSHOP. CHATRE ROAD.

NEW ADVERTISEMENTS.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hong Kong, on FRIDAY, 25th MAY, 1928, at 11 O'clock A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 9th MAY to 25th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928. [6205]

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 25th MAY, 1928, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 9th MAY to 25th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928. [6206]

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-SECOND ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 25th MAY, 1928, at 11.20 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1927, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 9th MAY to 25th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928. [6207]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 7th DAY of MAY, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Lai Chi Kok in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Lai Chi Kok	As per sale plan	60,000	276	18,000

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 7th DAY of MAY, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Prince Edward Road, Kowloon City, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Prince Edward Road, Kowloon City	As per sale plan	About 5,000	28	6,875

NEW ADVERTISEMENTS.

A GRAND CONCERT IN THE HALL OF THE DIOCESAN BOYS' SCHOOL.

ON SATURDAY NEXT, MAY 5th, 1928, from 8.30 to 10.30 P.M. The Full Band of the 1st Bn. The Queen's Royal Regiment (By kind permission of Lieut. Colonel J. D. Boyd, D.S.O., Officer Commanding and the Officers), Mr. John Black, Mr. E. G. Glover and the QUEEN'S MALE VOICE CHOIR.

Tickets—Adults ... \$1.00
Do.—Scholars & Children .50
Proceeds to Equipment Fund.
Tickets can be obtained from Scholars and at the School Office.
SPECIAL BUSES will run from MORRIS FIRE STATION. [6208]

SALE OF H.M.S. "ROBIN."

TENDERS are invited up to the 24th MAY, for the purchase of the above named Vessel as she lies in the Basin at H.M. NAVAL DEPOT, Kowloon.
Full particulars of the Vessel and Conditions of Sale, and Permits to view, may be obtained on application to the NAVAL STORE OFFICER, H.M. DOCKYARD, Hong Kong, and Tender forms will be issued on payment of a deposit of \$200, refundable when decision on the Tenders has been reached.
The vessel will be on View at H.M. NAVAL DEPOT, Kowloon, from the 2nd MAY.
If required for further Service the Ship can be sold to British Nationals only. If bought for breaking up the vessel to be completely broken up within 12 months from date of purchase.
Tenders will be received in the Office of the NAVAL STORE OFFICER, H.M. DOCKYARD, up to Noon on THURSDAY, 24th MAY. [6211]

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of CHINA UNDERWRITERS, LIMITED, will be held in the Board Room of Messrs. SINWAT, TOMES & CO., St. George's Building, Chater Road, Hong Kong, on WEDNESDAY, the 2nd DAY of MAY, 1928, at 3 P.M., for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ending 31st December, 1927, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd APRIL, 1928, to 2nd MAY, 1928, Both Days inclusive.

By Order of the Board of Directors,
HERBERT R. STURT,
Secretary.
Hong Kong, 19th April, 1928. [6152]

ROYAL HONG KONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of MEMBERS of the ROYAL HONG KONG YACHT CLUB will be held at the Club House on FRIDAY, the ELEVENTH DAY of MAY, 1928, at 6 O'clock in the afternoon, for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, i.e.

That the Articles of Association be altered by—
1. Deleting the first three lines of Article 17 and substituting therefor the following: "The subscription for a Resident Member shall be Three Dollars a month, or such lesser amount as the General Committee may decide, payable half yearly in advance."
2. By deleting the figures "92" in Article 40 line 12 and substituting therefor "43".

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Club will be held at the Club House on FRIDAY, the TWENTY-FIFTH DAY of MAY, 1928, at Six O'clock in the afternoon, for the purpose of receiving a Report of the Proceedings at the above-mentioned Meeting and of confirming, if thought fit, as a Special Resolution the above-mentioned Resolution.

By Order of the General Committee,
Dated the First of May, 1928.
R. J. VERNALL,
Hon. Secretary. [6200]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersecretary on THURSDAY, the 17th MAY, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended 31st December, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 3rd to the 17th MAY, 1928, Both Days inclusive.
JARDINE, MATHESON & CO., LTD.
General Agents.
Hong Kong, 24th April, 1928. [6172]

INTIMATIONS.

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 5th MAY, 1928, Commencing at 2.30 P.M.

The First Bell will be rung at 2 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHARD & LAY, at \$5.00 Each, up to FRIDAY, 4th MAY, 1928.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.50. Each Member can obtain upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.
Bookmakers, Tip Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting. [6192]

MACAO RACES.

DRAFT Programmes and Entry Forms for the EIGHTH EXTRA RACE MEETING to be held on SUNDAY, 13th MAY, 1928 (Weather Permitting), may be obtained from the I.R.R.U. MACAO, CAUSEWAY BAY STABLES, and BOXER ADVERTISING CO., Exchange Building.

Entries CLOSE at MACAO, 2.30 P.M. THURSDAY, 3rd MAY. [6185]

THE CHINESE ENGINEERING & MINING CO., LIMITED.

PAYMENT OF INTERIM DIVIDEND ON SHARES FOR THE YEAR ENDING 30th JUNE, 1928.

THE Board having declared an INTERIM DIVIDEND of Two Shillings Per Share, free of Income Tax, for the Year ending 30th JUNE, 1928, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares, will be paid their Dividends on presentation of Coupon No. 32 of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks—
THE HONG KONG & SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE BANQUE BELGE POUR L'EXTRANGER.

The Payment will be made in Dollars at the Buying Rate of Exchange of the day.

THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
General Manager. [6198]

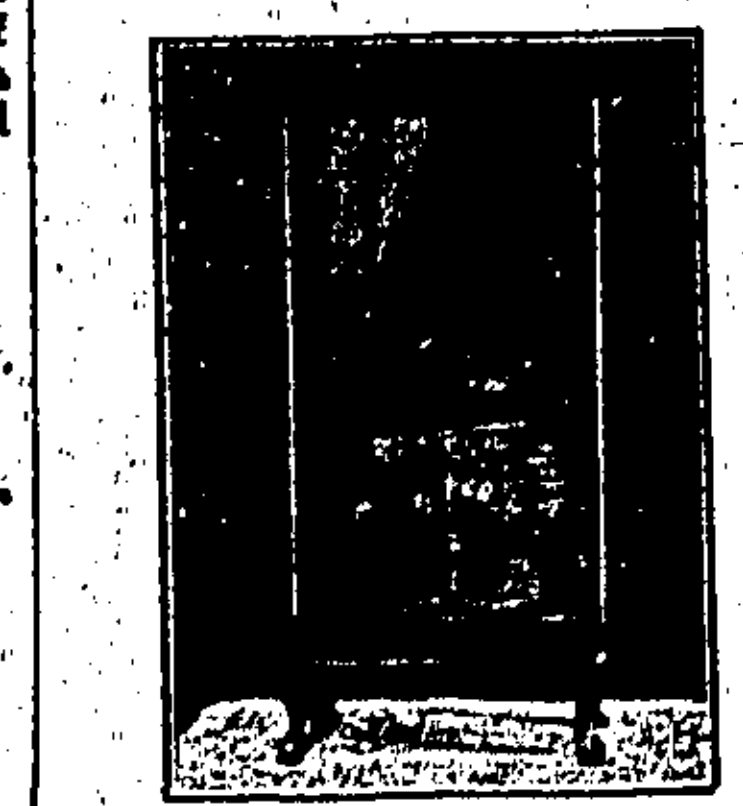
COLONIAL SECRETARY'S DEPARTMENT.

IT IS NOTIFIED for General Information that as from 30th APRIL, 1928, and until the Structural Alterations to the Present Offices are completed, the COLONIAL SECRETARIAT will occupy the 3rd Floor of the BANQUE DE L'INDO-CHINE, FRANCE BUILDING, QUEEN'S ROAD.

E. R. HALLIFAX,
Colonial Secretary.
27th April, 1928. [6189]

BUSINESS OPPORTUNITIES.

WHEN in SWATOV, Call on HWA IAH & CO., Office No. 16, WHAT AN STREET, KWANG CHAI DISPENSARY. We are Wholesale Importers, Commission Agents, Representatives, Interpreters, etc. If unable to Call, Send Samples and Catalogues with Prices. Always ready to help with the sale of your time, Expense and Trouble in procuring Sources of Good Business. Good References given. [6283]



FOR SALE. RARE ANCIENT CHINESE BRONZE INCENSE BURNER.

THIS was used by the Kings of the Chou Dynasty 3,000 Years Ago for Sacrificial Rituals and is worth Thousands of Dollars.
For Inspection, Please Apply to—
MR. THANG YU TSANG,
Two Ring Pawanui,
2, Praya East, Wanchai, Hong Kong. [6181]

INTIMATIONS.

NOTICE.

WE have Authorized MR. TERENCE CHRISTOPHER THOMAS BECK to Sign Per Procuration for Our Firm in Hong Kong.
T. E. GRIFFITH, LTD. [6198]

NOTICE.

THE SOUTH CHINA TRADE PROTECTION ASSOCIATION has REMOVED from 1st to 2nd FLOOR, KAIMING BUILDING, No. 6, QUEEN'S ROAD CENTRAL, Hong Kong.

Telephone:—General Office: C. 4810.
Do.—Mr. HAYNE'S Office: C. 4697.
P.O. Box—523.
Hong Kong, 30th Apr., 1928. [6185]

UNION INSURANCE SOCIETY OF CANTON, LTD. BRITISH TRADERS' INSURANCE CO., LTD. THE CHINA FIRE INSURANCE CO., LTD.

NOTICE.

THE Underigned resumes Charge of the above-named Companies as from THIS DATE.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1928. [6197]

TO LET.

A FLAT in HUNTER'S BUILDING, KOWLOON—Apply to HUNTER'S ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDING. [6201]

FOR SALE.

NEWSPAPER PRINTING MACHINE. In thoroughly Good Order. Capable of Printing Four Pages at One Time of the Average Size Newspaper.—Apply Box 6117, to Daily Press Office. [6117]

FOR SALE.—HUMBER. 2-3 SEATER, 14 h.p., in Perfect Running Order; Two Spare Wheels; Tyres Almost New; Recently Overhauled; Insured to JANUARY, 1929. Owner leaving Colony. Will accept \$1,000.—Apply: Box 335, to Hong Kong Daily Press. [6133]

FOR SALE.—GODOWN No. 5 TOWNS AND 6 NEW PRATA, KENNEDY TOWNS, situated on Section "C" of Marine Lot No. 248, Area: 12,833 Square Feet.—Apply to the OFFICIAL RECEIVER, SUPREME COURT. [6188]

NEWLY Furnished 5 Roomed EDGEMOOR, MACAO, 100 Yards from the Sea, TO LET for 8 Months from 1st JUNE. Moderate Rental to Suitable Tenant.—Apply: Box No. 6133, to Hong Kong Daily Press. [6133]

WHY Continue to suffer when you read—Impure Blood, Catarrh, Bronchitis, Cough, Constipation, Diarrhoea, Dropsy, Rheumatism, and many other diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.

66, QUEEN'S ROAD CENTRAL, 1st FLOOR.

MRS. BETEN (Trained in Paris) Late of Hong Kong Hotel, Guarantees Absolutely Painless Permanent Hair Waves. Prices Moderate. 2, PRATA BUILDING, KOWLOON. For Appointment, Phone K. 945. [634]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 2nd, 1928.

THE MURDER OF MR. LEE HYSAN.

APART from the widespread feelings of horror and detestation aroused by the murder of Mr. Lee Hysan there is a sense, amounting almost to incredulity, in the thought that an assassin could have escaped after committing such a crime at mid-day in a thickly populated part of the City. The fact that the murderer did escape does not reflect, in any way, upon the efficiency of our Police Force, but rather serves to illustrate once again the enormous difficulty of their task in protecting and safeguarding the public when the members of the public themselves will not co-operate. Even if no one actually saw the murderer fire the shot, the sound of the firing must have immediately

INTIMATIONS.



AWARDED 50 GOLD & PRIZE MEDALS. IT NEVER VARIES!

SOLE AGENTS—A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS. PHONE C. 616. [50]

aroused the alarm and there must have been many who saw the man running. As far as we can gather, however, no one attempted to stop him or even to follow and keep him in sight. Whistles were blown but by the time the police arrived on the scene the murderer had gained a few yards start and had disappeared. If he is caught now, as we sincerely trust he will be, it will be a tribute to the effectiveness of the police organization and not due to any help which might have been expected from the people in the vicinity.

We hear occasionally of armed robbers shooting people in the streets of Chicago and holding up the employees of a bank in some small town in England, but always these crimes are committed by desperate characters who realize that the community will be active against them. As a consequence they prepare their plans carefully and take the most elaborate precautions, in company with their associates, to leave open a rapid means of retreat. Their escape is sometimes successfully accomplished but it is due not to any apathy or fear on the part of the spectators of the drama, but to their own cleverness and the speed with which their plans have been put into operation.

The murderer of Mr. Lee Hysan fired three shots deliberately at his victim, then threw away his revolver and ran. It is impossible to conceive that the man would have won free in any other than a Chinese neighbourhood, or that, once free from immediate pursuit, his whereabouts would not be discovered within the course of a few hours.

We do not suggest that law-abiding Chinese will aid or harbour criminals but there is a very general and marked disinclination among the members of any Chinese community to associate themselves actively with the authorities in bringing criminals to book. It may be a natural disinclination common to all law-abiding people the world over, but in an English community we venture to think that a sense of public duty would override private distaste in such a matter and the fear of subsequent consequences at the hands of the evildoers themselves would scarcely enter into consideration at all. But, unfortunately, the majority of Chinese do not possess that sense of public duty and fear of consequences is constant with them. That fear manifests itself in many ways. In the days of the boycott a few notices conveying threats thrown surreptitiously into business premises stampeded a whole population. Petty blackmail is probably a more flourishing profession in China than in any other country. The police receive practically no voluntary assistance in their task of securing evidence against suspected persons.

These are points which we venture to submit to the consideration of the leading members of the Chinese community in Hong Kong. It is difficult to suggest a remedy because men's nature cannot easily be changed. It is impossible to give a flock of sheep the courage of lions. But something might be done in pointing out to the people that, if they wish for protection, the way of securing it is to co-operate wholeheartedly and at every possible opportunity with those who are devoting their whole time to the task of providing it. If there were more willing co-operation between the Chinese and the police we should hear less of rewards being offered unavailingly for the arrest of malefactors, and crimes such as that which has led to the death of Mr. Lee Hysan would not be committed with impunity.

The rugby match arranged for this (Wednesday) evening between the Destroyer Flotilla and A Club XV. has been cancelled owing to there being no ground available.

Messrs. Whiteaway, Laidlaw & Co. are giving demonstrations during the week of the uses to which "Bono," a disinfectant and insecticide of which they are sole agents, can be put. Anyone interested is invited to attend.

The Building Committee of St. Stephen's College acknowledge with grateful thanks a donation of five guineas from Mr. C. Howard Tripp, a visitor passing through the Colony who was present at the stone-laying ceremony on Friday last.

A man who stated that he was from the s.s. Kai Sang visited a bicycle shop at 153, Bulkeley Street, Hungahom, and borrowed two bicycles valued at \$36 each. Nothing further has been seen of the man or of the machines.

TEN SMALL-POX FATALITIES.

LAST WEEK'S HEALTH BULLETIN.

There were ten deaths from small-pox last week, and nine fresh cases were reported. All patients were Chinese.

Two British cases of notifiable disease were reported, one of diphtheria and one of enteric. Enteric cases numbered 4 and there were two fatalities. There was one death from influenza.

On Monday a British case of diphtheria and a Chinese case of small-pox were notified.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 6.10 p.m. yesterday, state:—

The anti-cyclone is probably stationary over N.E. China. The Yangtze depression is central over S.W. Japan. A depression remains over Tongking.
Local forecast:—Southerly winds, moderate, generally cloudy, some rain.

INNOVATION IN TRAM CAR SEATS.

BETTER ACCOMMODATION FOR FIRST CLASS PASSENGERS.

Those who have occasion to travel by tram cars daily will welcome the innovation which the Hong Kong Tramway Company are planning to bring about in the sitting accommodation provided for first class passengers.

The scheme is only in its experimental stage, but there is every hope of its being adopted at some later date. The wooden seats which are now to be found on every car may be done away with and in their place more comfortable cane seats will be provided for first class passengers.

Three of these seats have already been installed on car No. 69 and when inspected by a Daily Press representative yesterday, they were found to be more "downy" than the hard wooden ones to which we are accustomed. The intention of the Company is, we understand, to remodel all tram cars seats in this manner if the three seats on car No. 69 are found to be serviceable.

In the matter of seats on tram cars, Shanghai is better off than Hong Kong in this respect. The first class seats of the International Settlement trams all have spiral springs with a cane matting over them. They are very comfortable especially if one has a long journey to make.

OBITUARY.

THE LATE MR. J. W. FAULKNER.

A KOWLOON RESIDENT.

The death took place at the Kowloon Hospital yesterday morning of Mr. James William Faulkner, of No. 64, Jordan Road, Kowloon, a resident in the Far East for over 27 years. He was 46 years old. He leaves a widow and two children.

Arriving in China in 1901, the late Mr. Faulkner joined Messrs. Butterfield & Swire a year later and worked with them for some years. About twenty years ago, he joined Messrs. F. D. Farmer & Co., of Newchang, where he remained until 1915.

From 1917 to 1920 he was in charge of the electrical installation at the Hong Kong University. In August 1921 he joined the General Electric Company of China, and since that time he has been in charge of their wiring and contract department. During the war, he was in the Engineer Company of the Defence Corps in connection with the running of the engines for searchlights.

During many years' residence in Kowloon, the deceased was a member of the Kowloon Bowling Green. He was also connected with the Scottish Constitution of Freemasons.

The funeral will take place at Happy Valley this afternoon at 5 o'clock.

CHINESE WAR MEMORIAL.

UNVEILING ON SUNDAY.

A STATELY MONUMENT.

The War Memorial at the top of the steps leading into the Public Garden and facing towards Government House, which has been set up by the Imperial War Graves Commission, is to be unveiled on Sunday morning.

The memorial is to all Chinese both from Hong Kong and elsewhere who were killed during the war in the service of the British Government. During the war the casualties amongst Chinese were mainly upon the sea, where a large number of seamen and firemen lost their lives in ships which were torpedoed and sunk. On land the Chinese who served the British Government were mainly in labour battalions, and the casualties in this department reached no inconsiderable total, mainly on account of disease and the privations which are inseparable from warfare.

The memorial is in the form of a Chinese *Pai Lou*, of granite, and of stately dimensions. At the base of each side column, about two feet apart, are Chinese lions, while at a height of sixteen feet is the massive seven-ton crosspiece, finely carved.

The work was in the hands of Col. L. G. Bird, of Messrs. Palmer & Turner, who designed the monument.

Police Reserve Orders published to-day state that 40 men of the Chinese Company are to be detailed to parade in uniform at Central Police station at 8 a.m. on Sunday for duty at the Unveiling Ceremony in the Public Gardens. Two men of the Flying Squad will represent the European section of the force.

FALL OF TSINAN.

MANY CONFIRMATORY MESSAGES.

JAPANESE PREVENT LOOTING OF NATIONALS.

FIRST STAGE OF SOUTHERN OFFENSIVE COMPLETE.

The first stage of the Nationalist Offensive has now been completed with the fall of Tsinan, the capital of Shantung. Messages from Southern sources have more than once claimed the capture of this city already, and their claims have been proved false. This time, however, following upon messages from reliable sources that the city was in a critical position, there come confirmatory reports in addition to the Nationalist claims, and the sum total makes it appear certain that Tsinan has at length been captured.

Nationalist forces attacked the city on three sides, while on the west Marshal Feng Yu Hsiang was not far distant, and is now almost assured of a victory at Changchun unless the Northerners manage to make good their retreat to Tehchow.

The city was apparently entered by the East Gate on the morning of May 1st. A certain amount of looting took place, and Japanese troops were compelled to take action to preserve the property of resident nationals. There was also a certain amount of looting in the villages round about, by bandits and escaping soldiers.

Marshal Chiang Kai Shek evidently intends to strike while the iron is hot, and continue with the second stage of the offensive—the attack on Peking. He intends to move his headquarters to Tsinan immediately. The first and most stubborn opposition that he will meet will probably be at Tehchow, where the Tientsin-Pukow Railway Line crosses the Shantung border. It is here that Marshal Chang Tso Lin has prepared his strongest defences.

TSINAN FALLS.

NATIONALISTS IN COMPLETE POSSESSION.

(Wah Keung Pao.)

SHANGHAI, May 1st.

Tsinan, the capital of Shantung, is completely in the power of the Nationalist army. Marshal Chiang Kai Shek moved from Hsuehchow to Yenchow on the evening of the 29th in order to direct further operations after the capture of Tsinan. The Military Headquarters at Yenchow will be removed to Tsinan within a few days.

CHRISTIAN GENERAL'S SUCCESS.

General Fang Chun Wu, one of the Christian General's commanders, captured Tsinanfu on the morning of the 30th.

SOUTHERNERS SURROUND CITY.

The proposed scheme for the besieging of Tsinanfu from the North by the First and Second Nationalist Army Corps has been a success and consequently Marshal Chang Tsung Chang has been compelled to retire northwards with his troops.

THE EAST GATE.

CHUO, May 1st.

Tsinan was entered by the East Gate, by the Third Army. The first forces to enter the city were 1,500 plain-clothes troops, followed by 1,000 regulars.

Chang Tsung Chang retreated, apparently with the intention of making a stand at Tehchow.

NORTHERNERS DISARMED.

Another telegram from Nanjing states that on the evening of the 29th the 1st Army Corps captured the Tsinan railway station. The besieged Northern army inside the city has been disarmed.

General Chang Escapes.

It is later reported that General Chang Tsung Chang had fled to the Japanese Concession at Tientsin. His troops retreated to Tehchow.

CONFIRMATORY MESSAGES.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, May 1st.

The American Presbyterian Headquarters at Shanghai has received a message, filed at Tsinanfu at 10.10 this morning: "The Southerners have occupied Tsinanfu. There has been no trouble. The situation at present gives no cause for concern."

Communications Cut.

CHUO, May 1st.

It is rumoured that Tsinanfu was lost by the Northerners at 10.45 this morning. All telegraphic communication between the city and the outside world has been cut.

CELEBRATION OF MAY DAY.

NO DISTURBANCES.

GREAT PRECAUTIONS TAKEN.

(THROUGH REUTER'S AGENCY.)

TOKYO, May 1st.

Thanks to the fact that most of the Extremists have been rounded up during the past few weeks, May Day passed off quietly, though thirty-six men were arrested for disorderly conduct.

A mass meeting of Labour supporters was held in the morning, after which 20,000, including a large number of women, marched in orderly array through the city, carrying banners and singing hymns and Labour songs. They were accompanied by 3,000 police as a precautionary measure.

OSAKA, May 1st.

May Day passed off quietly, 15,000 joined in a procession, which behaved peacefully. They were guarded by a thousand police.

ARRESTED WITHOUT CAUSE.

(THROUGH REUTER'S AGENCY.)

TOKYO, May 1st.

A strongly worded resolution, demanding the punishment of the police concerned, and also the resignation of the Home Minister, and the Chief of Police, has been presented by the editors of the seven leading papers. This is in the nature of a protest against the alleged violence of the police to pressmen on the evening of April 19th.

Several, who were attending a Proletarian meeting, were severely handled and injured, it is alleged without cause.

An explanation is expected to be demanded when the Diet re-assembles.

DIET PROROGUED.

A SHORT SESSION.

(THROUGH REUTER'S AGENCY.)

TOKYO, May 1st.

The Diet has been prorogued for another three days after a three minutes' session which re-opened at 1.25 p.m.

EARTHQUAKE HAVOC RELIEF.

(THROUGH REUTER'S AGENCY.)

WARSAW, May 1st.

M. Pilsudski's illness is only slight. He is expected to resume duties in a week.

Doctor Wroblewski has been appointed Commissioner of the League of Nations to direct the work for the international relief of victims of the earthquake in the Balkans, to make every effort to restrict the effects of the catastrophe and to combat the epidemics resulting from it.

STUDENTS RIOT.

OVER FIFTY EXPELLED.

(THROUGH REUTER'S AGENCY.)

HAVANA, May 1st.

The Council of the University of Havana has expelled over fifty students who participated in the recent riots, which resulted in the closing of the University and the placing of troops and police on the campus.

BREAKDOWN OF COTTON NEGOTIATIONS.

NEXT MOVE WITH EMPLOYERS.

(THROUGH REUTER'S AGENCY.)

LONDON, April 30th.

The prospects of a settlement between the operatives and employers in the cotton industry are more remote as the result of a breakdown at a conference at Manchester today.

The conference was called by the employers and representatives of the Trade Unions attended. There was considerable discussion of the employers' proposals to reduce wages and to exclude time occupied in cleaning machinery from the 48-hours week.

The conference broke down after anxious attempts to reach a compromise, in the afternoon, and the next step rests with the employers.

HINDU MOSLEM RIOT.

TEN CONSTABLES INJURED.

(THROUGH REUTER'S AGENCY.)

MADRAS, April 30th.

Thirty-seven persons, including ten constables, engaged in dispersing the rioters, were more or less severely injured in a Hindu-Moslem riot in Berar today.

The riot was due to a Moslem gang, which stoned a Shivaji procession from within a Mosque, and afterwards proceeded to tear up a Shivaji picture and to loot a number of Hindu shops.

FRENCH ELECTIONS.

ALSACE LORRAINE OPPOSITION.

THE CONVERSION LOAN.

(THROUGH REUTER'S AGENCY.)

PARIS, May 1st.

The dark spot in the elections, from the French National standpoint, is the return of the three Autonomists from Alsace, including the leaders Ricklin and Rosse, who are imprisoned at Colmar, and the two Communists from Lorraine, who played the Autonomists game. It is a sign of the Government's satisfaction with the results of the election that it chose yesterday to announce the launching of the conversion loan. The Bourgeois displayed strong "bull" tendencies.

POINCARÉ'S BIG MAJORITY.

COMMUNIST LOSSES.

(THROUGH REUTER'S AGENCY.)

PARIS, April 30th.

The elections have given M. Poincaré a working majority of nearly four hundred, while another fifty may be regarded as doubtful supporters on crucial divisions. The Chamber has moved slightly to the Right, the Communists being the principal losers.

FRENCH CONVERSION LOAN.

NATIONAL CREDIT AND TREASURY BONDS.

(THROUGH REUTER'S AGENCY.)

PARIS, April 30th.

A presidential decree authorizes the issue of a Conversion Loan of five per cent. Bonds, redeemable in 75 years.

The price of the issue has not yet been settled, while the objects of the Loan are given as the conversion of National Credit Bonds, expiring during 1928-29, converting the short-term Treasury Bonds into a long-term loan, and the repayment of advances by the Bank of France.

HUGE ENTHUSIASM IN NEW YORK.

ATLANTIC AIRMEN FETED.

SHARKEY KNOCKS OUT DELANEY.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, May 1st.

The Transatlantic Flight heroes stole most of the applause from the boxers, Sharkey and Delaney, who were the principals in a 15-round bout at Madison Square Garden. The fight had a dramatic ending, Sharkey knocking out Delaney in 73 seconds.

The boxers' entrance was almost unnoticed, while the fliers were overwhelmingly cheered by a crowd of 12,000.

After the fight the fliers climbed into the ring, and the announcer raised his hand for each in turn to signify that each was a victor in the Transatlantic passage from East to West.

Tour Of Harbour.

April 30th.

The Transatlantic fliers, Captain Kohl, Baron Von Huenefeld and Colonel Fitzmaurice, amid most enthusiastic scenes were given an official reception today.

They were taken in the early morning from their hotel on a triumphal tour of the Harbour aboard one of the City tugs. Colonel Fitzmaurice operated the tug's siren acknowledging on behalf of the fliers, the deafening greeting from the hundreds of boats crowding the river near the Battery.

Excitement On Broadway.

Aeroplanes dived overhead, and fireworks equaled vertical streams from their bows high in the air. A crowd of at least 50,000 lined the Embankment.

Ten thousand troops lined the famous Broadway when the fliers re-landed and they made progress through the city amid a storm of paper streamers from the tape machines.

Fitzmaurice's Daughter.

Captain Kohl's wife, and Colonel Fitzmaurice's wife and seven-year-old daughter, Patsy, arrived in the middle of the reception and proceeded to the City Hall.

Patsy, after an affectionate embrace, hardly able to restrain herself, broke away from her mother during the speeches and climbed over two tables in an effort to reach her father.

She was almost within reach of him before she was caught and held until the presentation of medals was over.

American Honours.

WASHINGTON, April 30th.

The House of Representatives today approved the Bill, which has already passed the Senate, awarding the Distinguished Flying Cross to the members of the "Bremen" crew and also to Messrs. De Pinedo, Costes and Lebrun.

"LEXINGTON" MYSTERY.

U.S. PLANE CARRIER NOT ACCEPTED.

NINE MILLION POUND SHIP.

(REUTER'S AMERICAN SERVICE.)

SAN PEDRO, California, May 1st.

Considerable curiosity has been aroused here by the announcement that the latest United States aircraft carrier Lexington, which was tested last week, has not been accepted by the Navy.

Captain Karna refused to make any comment beyond remarking "we postponed her trials." No reason was given.

The Lexington is a sister ship to the Saratoga. She displaces 33,000 tons and is designed to carry seventy-two planes. Her total cost is estimated to have been \$20,000,000 sterling.

AMERICAN PEACE PROPOSALS.

GERMANY'S COMPLETE APPROVAL.

BRITAIN SYMPATHETIC.

(THROUGH REUTER'S AGENCY.)

LONDON, April 30th.

The United States proposals for a treaty outlawing war as forwarded to Britain and other Powers were mentioned in the House of Commons at question time today, and in reply, Sir Austen Chamberlain declared that the British Government warmly welcome the U.S. proposals for a further joint effort to safeguard the peace of the world.

The British Government was closely and sympathetically considering the text of the proposed treaty, together with the French observations and suggestions, and he did not doubt that a successful issue could be achieved. "Time," however, was needed to consider the various issues raised and for consultation with the Dominions.

German Acceptance.

BERLIN, April 30th.

The German reply to Mr. Kellogg's proposals for a multilateral anti-war treaty, agreed with the United States and France that the ultimate aim must be the universal acceptance of the suggested pact, which Germany is ready to negotiate without reservation.

(BRITISH WIRELESS SERVICE.)

RUGBY, April 30th.

In the course of his statement in the House of Commons, Sir Austen Chamberlain said he could not at present indicate a date when a discussion could usefully be held in the House but in a week or ten days, he would be able to make a more specific statement as regards the discussion.

He hoped what he had said would be sufficient for the moment in regard to the attitude of His Majesty's Government.

SIR RENNELL RODD ELECTED.

NO CHANGE AT MARLEYBONE.

(THROUGH REUTER'S AGENCY.)

LONDON, April 30th.

The bye-election at St. Marylebone, caused by the elevation of Baron Hailham (formerly Sir Douglas Hogg) to the Lord Chancellorship, resulted as follows:

Sir Rennell Rodd (Cons.) 12,850
Mr. Ross (Lab.) 9,721
Mr. Murray (Lib.) 3,318
Conservative maj. 9,541

(At the General Election Sir Douglas Hogg had a majority of 15,077 in a straight fight with Labour.)

PRESIDENTIAL CAMPAIGN.

RIGID SCRUTINY OF EXPENSES.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, April 30th.

The Senate has unanimously passed a decree subjecting the expenditure on the Presidential campaign to rigid scrutiny by a special committee of five Senators to be appointed by the Vice-President, Mr. Dawes.

LADY BAILEY'S GREAT ACHIEVEMENT.

(BRITISH WIRELESS SERVICE.)

RUGBY, April 30th.

Lady Bailey reached Capetown this morning, having completed with brilliant success her solo flight from London to the Cape in a Moth aeroplane.

RUBBER EXPORT QUOTA.

(THROUGH REUTER'S AGENCY.)

LONDON, April 30th.

It is announced that the official percentage of rubber which may be exported at the minimum rate of duty from Ceylon and Malaya for the quarter beginning on May 1st will be sixty per cent.

EGYPT YIELDS TO BRITISH ULTIMATUM.

ASSEMBLIES BILL POSTPONED TO NOVEMBER.

TEXT OF BRITISH WARNING.

DESIRE TO MAINTAIN FRIENDSHIP.

Following upon the rejection by Egypt of the Anglo-Egyptian Treaty proposals put forward by Britain, a serious condition of affairs has arisen in Egypt owing to proposed legislation, especially the Public Assemblies Bill, put forward by the present Egyptian Government under the leadership of Nahaas Pasha.

On the rejection of the treaty, Britain insisted that conditions must revert to the status quo, but this would have been impossible if the new legislation were to become effective. In face of this crisis, the British Government has taken a strong line and issued an ultimatum that should the Egyptian Premier not give assurance within three days that the Public Assemblies Bill would not be proceeded with, the British Government would consider themselves free to take such action as the situation might seem to them to require.

A message from Cairo, dated April 30th, states that the Chamber met at a secret Session today. The deputies assembled quietly and were received by Nahaas Pasha in silence.

It is understood that Nahaas Pasha will propose the postponement of the Senate discussion of the Assemblies Bill until November, in the hope that in the meantime an understanding will be reached with Britain.

A later message states that the discussion of the Public Assemblies Bill has been postponed until November.

A FRIENDLY RESPONSE.

CAIRO, May 1st.

It is understood that the Egyptian reply to the British ultimatum is couched in the friendliest terms. It declares that the Egyptian Government is unable to admit the right of Great Britain or any other Power to interfere in the independent legislation of the Egyptian Parliament, but in order to demonstrate the goodwill and desire of Egypt to maintain friendly relations with Great Britain, the Assemblies Bill will be held over until the next Parliamentary Session.

The Egyptian Government hopes in the meantime that the basis of a better Anglo-Egyptian understanding may be reached, which will permit the removal of the present difficulties. Egyptian statesmen must that the manner in which this reply is worded will convince Great Britain that it is Egypt's desire to avoid friction, and that Britain will accept the Egyptian action as a satisfactory response to the ultimatum.

(THROUGH REUTER'S AGENCY.)

LONDON, April 30th.

The text of the British Note to Egypt, requiring a categorical written assurance before seven o'clock in the evening of May 2nd that the Public Assemblies Bill would not be proceeded with, was read to the House of Commons today by Sir Austen Chamberlain in the course of a statement, sought by Mr. Ramsay MacDonald.

For some days past, said Sir Austen, a Bill for the regulation of public meetings and demonstrations has been before the Egyptian Parliament. This bill is designed to alter the existing law, which has been in force for five years, and which has enabled the Egyptian authorities to maintain a fair state of public order without hardship to individuals or any undue restraint of public liberty.

The new bill would greatly weaken the hands of the executive, it would paralyse the police on whom it would inflict far heavier penalties for any error of judgment in carrying out their duty than it proposes for those responsible for disorder, and it would seriously jeopardise the public peace and the lives and property of foreigners. This is the view taken by the police authorities, both British and Egyptian, and it is shared by the foreign communities.

Ultimate Responsibility.

In this connection it is noticeable that when proposals were made in 1924 which would have had a similar result in weakening the hands of the police authorities, the late Zaghlul Pasha opposed them as contrary to the public interest.

The British Government, who under the Declaration of 1922, are ultimately responsible for the safety of foreigners, cannot ignore these changes.

The riots in Alexandria in 1921, in which nearly twenty foreigners were killed and over sixty wounded will be remembered, and only a few weeks ago, an excited crowd, which had been stirred up for political purposes, attacked and damaged the property of foreigners.

Serious Warnings.

In these circumstances, the Public Assemblies Bill, and some other legislation, have for a considerable time caused His Majesty's Government grave preoccupation.

Serious, but friendly, warnings regarding the Bill have, on Foreign Office instructions, been addressed by Lord Lloyd both to the present Prime Minister, Nahaas Pasha, and to his predecessor, Sarwat Pasha, but it unfortunately seems clear that the Egyptian Government are resolved to proceed with the Bill, and upon the instructions of His Majesty's Government, Lord Lloyd at seven o'clock last night addressed a warning to the Egyptian Premier.

Affecting Public Security.

Sir Austen Chamberlain read the text of the warning as follows: "I have the honour to inform you that since the presentation to Your Excellency of my Note of April 4th, His Britannic Majesty's Government in Great Britain have watched with increasing concern the growing evidence of the intention of the Egyptian Government to proceed with certain legislation affecting public security."

"This legislation, as Your Excellency must be fully aware, not merely from the verbal communication which I had the honour to make to you on the 15th instant, but from previous similar communications made both to Your Excellency's predecessor and to yourself, cannot be ignored by the British Government."

The Ultimatum.

"I am now instructed by His Britannic Majesty's Government to request Your Excellency, as head of the Egyptian Government, immediately to take the necessary steps to prevent the Bill, regulating public meetings and demonstrations, from becoming law."

"I am instructed to request Your Excellency to give me a categorical assurance in writing that the above mentioned measure will not be proceeded with. Should this assurance not reach me before seven p.m. on May 2nd, His Britannic Majesty's Government will consider themselves free to take such action as the situation may seem to them to require." (Ministerial cheers.)

Control Of Meetings.

The general tenour of the proposed bill, continued Sir Austen, may be indicated by one or two of its articles.

Article Nine states: "The following will be liable to a term of imprisonment not exceeding one month, or a fine varying from 200 piastres to 4,000 piastres, firstly, any official who makes use of his authority to dissolve, or attempt to dissolve, any private or public meeting, except in two cases foreseen in Article Five, and secondly, whoever by force, or threat, prevents or disperses a private or public meeting, or attempts to commit any of those acts, as well as any official who renders himself guilty of one of these infractions, apart from the two cases foreseen in Article Five."

Written Demand Needed.

Article Five stipulates that a delegate of the Administration or a Police officer may only dissolve a meeting if a written demand to do so is made to him by the committee organizing the meeting, or in cases of serious disorders. If order is restored the meeting may be resumed.

Article Eight places the maximum penalty for promoters of meetings leading to disorder at one week's imprisonment or a fine of 100 piastres. It will thus be seen that agitators causing disorder run the risk of extremely light penalties in comparison with those inflicted on police officers who attempt, in pursuance of their duty, to prevent such outbreaks.

Firm Measures Needed.

Since agitators frequently make the foreign communities the target of their demonstrations, and since the police authorities would be so obviously restricted in the performance of their duties, firm measures to prevent such a bill becoming law, become necessary on the part of the British Government, which remains responsible for the safety of the lives and property of foreign communities in Egypt. Commander Kenworthy asked if there was any truth in the statement that portions of the Fleet had been ordered to Egypt from Malta. Sir Austen Chamberlain replied that he preferred to add nothing to his answer to Mr. Ramsay MacDonald.

LAWN TENNIS.

ANOTHER TITLE CHANGES HANDS.

STEVENSON BEATS GREEN.

In an extremely well contested match on the Stand Court yesterday Major W. B. Stevenson beat S. E. Green in the Final of the Club Singles Championship by three sets to one. A very high standard was maintained throughout, fast play being the order of the day. Green, despite his age, played aggressively and pressed his opponent at every opportunity. He went over his usual strong forehand and backhand drives with remarkable consistency keeping the Major continuously on the run and frequently scoring aces. He had the lead all the way in the opening stages of the first set and never relaxed till the match was over. The Military exponent withstood his opponent's attack with great steadiness and counter-attacked frequently. Of the two he did the greater amount of running, but gained the admiration of the crowd for the way he returned most of Green's stinging shots. He put up a fine uphill fight and in the face of strong opposition kept cool throughout. He varied his game, sometimes tricking Green with a drop shot just over the net and often working his way up to the net.

THE PLAY.

Play throughout was very even and neither had a substantial lead during any part of the match. Green had the lead in the opening stages with Stevenson close behind and eventually leveling. At 4 all, however, Stevenson broke through his opponent's service and winning on his own in the next game, he took the first set at 6-4. The struggle continued in the second set. The pace was becoming faster and both players were eager to win the set. Green led by the odd game all the way until 8 all was reached. Major Stevenson showed up splendidly during the whole time and kept leveling the scores, but after 6 all he was obliged to yield two games to Green who finished the second set in spectacular style.

Green secured a good lead of 2 love in the third set, but the Major quickly equalised. The former took the next game only to lose the following one. Competition became very keen and after some very fine play the Major forged ahead and led at 3-3. Green made an effort to save the set and reduced the arrears to 5-4, but Stevenson made no mistake in the next game and secured the third set. Green opened strongly in the fourth set and on the run of play seemed likely to make the scores two sets all. He again secured the lead at 2 love and although Major Stevenson drew level, he asserted himself and took the lead at 4-2, but that proved his last effort. Stevenson gradually wore his opponent down and although many deuces were called in the four games that followed, the Major eventually won them all. The final score in his favour was 6-4, 6-3, 6-4, 6-4. Major Stevenson wins the Club Singles Championship for the first time. S. E. Green was the winner for the last three years.

ROYAL HONG KONG GOLF CLUB.

BOGEY POOL.

Played at Fanling on April 28th-29th:—
A. E. Lissaman (2) 2 up wins.
Other scores:—
T. D. Endered (3)
F. M. Finlayson (6)
(All square).
D. Forbes (12)
A. H. Alexander (1 down).
There were 27 entries.

KAISERIN AND QUEEN.

DOORN DIGNITY.

BERLIN. The editor of the Dutch paper *Het Leven* bought from the literary agents of the ex-Kaiser's wife the memoirs which she dictated to an American journalist and published them under the title "Memoirs of the Princess Herminie."

He has now received a sharp letter from the marshal of the court of the ex-Kaiser pointing out that the authoress is not "Princesses" but "Kaiserin"—which he should have known as he already had a letter from a person who subscribed himself "Private Secretary to Her Majesty the Kaiserin" and Queen.

"Be sure you say 'Majesty' and kiss her hand," were the instructions given by the marshal to an acquaintance of mine who went to Doorn. "So I called her 'Majesty,'" he said to me, "and kissed her cotton glove."

HOME FOOTBALL.

HUDDERSFIELD BEATEN AT HOME.

STILL A CHANCE OF THE CHAMPIONSHIP.

Huddersfield's chances of being champions in the First Division of the English League were considerably lessened by their defeat on Monday, again on the home ground, by Sheffield United. The latter won by the only goal and avenged their defeat by the same margin when these teams met in the F.A. Cup semi-final after two drawn matches. A win for Everton (whose opponents in the last match are the Arsenal) will give Everton the championship. Even if Everton lose this it will leave Huddersfield with the necessity of winning both matches if they are to be champions. The position now is that Everton have a total of 32 points with a game in hand; Huddersfield have 49 points with two matches in hand one of which, against Portsmouth on Saturday, they ought to win.

Blackburn's sequence of victories was broken by Leicester who scored six goals against the Cup winners without giving any away. Millwall, champions in the Third Division (South), lost to Norwich by two goals.

The results of Monday's matches as cable by Reuter were:—

Division I.

Huddersfield 0, Sheffield U. 1.
Leicester 6, Blackburn 0.

Division II.

Wolves 1, Swansea 1.

Division III. (Southern).

Charlton 3, Swindon 1.
Norwich 2, Millwall 0.

WOMAN'S BOOK ON FAMOUS CRIME.

MISS TENNYSON JESSE.

A MODEL VOLUME.

Miss F. Tennyson Jesse will add to the great reputation which she has already acquired as a criminologist by her new work, "The Trial of Samuel Henry Douglas," which she has edited for the "Notable Trials Series." It is very complete, with numerous illustrations, and critical, and, indeed, it might well serve as a pattern of what such a book should be, doing credit alike to author and publisher.

Douglas murdered in 1890 at the Moat Farm in Suffolk an elderly single woman, Camille Holland, of considerable means, who was so foolish as to fall under his influence. The one thing (says Miss Jesse) that stands out clearly from poor Camille Holland is that she was a perfect example of that type of human being—nearly always a woman—whom one may call the "born murderer," a type that the potential murderer is quick to recognise, the type to which belonged the victims of George Joseph Smith (the "brides-in-a-bath murderer") and of Landru. She went with him into an isolation so complete that death had removed her from it for four years before any inquiry was set on foot as to her fate.

A Little Shopping.

One of the strangest facts in this case was that when Miss Holland found out what sort of man Douglas was she did not leave him.

But it must be remembered that she did not know that the man at whose side she lived had already planned her death. There is nothing more difficult than to believe in the possibility of murder in our own immediate surroundings; it is the sort of thing that happens to other people, not to us, and not even to people we know.

A woman servant watched Miss Holland drive off with Douglas, "to do a little shopping," and that was the last seen of the victim by any other eye than Douglas's. Douglas forged her name to cheques and deeds and got possession of part of her property.

"Jolly English Home."

He must have had qualms after the murder. Disliking to be alone, he advertised for "paying guests" to come and live in his "Jolly English home," as he described it; and he told one of these that "he only slept two or three hours each night." He was arrested for forgery, and the police began to dig all round the Moat Farm to find Miss Holland's body, which they did after five weeks' work.

Douglas was convicted of murder and hanged. As he stood on the drop:—
Twice the chaplain asked: "Are you guilty or not guilty?" while Billington's hand stayed upon the lever. Douglas half-turned his head in the direction of the chaplain's voice and said, "Guilty!" at the moment that the lever was pulled.

NEW GIRLS OF GERMANY.

BECOMING A GOOD SPORT.

SLIMMER AND SMARTER.

[BY AN ENGLISHMAN.]

Not so long ago the German girl conveyed the impression of an indifferently proportioned lugger, with sails square set, and unduly overweighted aft.

To-day a more suitable analogy is that of a spick and span clipper with neat lines, the cut of her jib distinctly Parisian. Take a stroll along the Linden, visit the best dance restaurants in any large provincial town, and one beholds German girls dressed in almost the latest Paris creations. There are still a few frumps left, but they hail mostly from patrician houses, where it is considered proper to maintain the old German cult and to wear print frocks in the stalls.

The passion for slimmness has reached Germany. The full-bodied, perfunctorily dressed Gretchen with hair austere combed is practically extinct among the younger generation. But though it is a comparatively simple affair to reduce one's figure, it is not always easy to reduce one's ankles in proportion. That is the one detail in which there is still room for improvement—that, and the lingering prejudice that more than just a touch of powder is not quite respectable. But women are adaptable creatures, and there is little doubt that nature and artifice will soon complete the transformation.

"Cave Man" Husbands Criticised.

Temperamentally, too, the German girl has changed, and therein lies an element of tragedy. Judged by British standards, many German husbands differ vastly from the conception of what a husband should be. They are inclined to be domineering; the standard of fidelity is lower on the whole in Germany than in some other countries; and they drink a good deal.

In pre-war days all this was taken for granted. A husband was frankly allowed his fling, occasionally was he not a man!—and his wife was accustomed to piloting him home after a beer party which had lasted well into the morning. She did not question him as to his whereabouts if he remained away from home longer than usual, and she accepted in humble spirit his rebukes if all was not quite in order in the household when he returned. And though there are—always have been—many honourable exceptions, most German husbands are following the footsteps of their fathers and grandfathers.

More Cocktails Less Beer.

The German wife may now be found chattering in the familiar fashion common to German ballrooms—at the time of day when she used to be having a knitting party or cutting up the *Furst* for supper. She is demanding to be taken to dine in restaurants on days when the cook or the maid-of-all-work is out, and she is giving up beer for cocktails. She has rarely developed a sense of humour, and is becoming a "good sport" in the truly British sense.

As present she does little more than criticise her men folk, but the day is approaching when she will demand that husbands shall conform to the new ideals. When that day dawns we shall see German husbands allowing their wives to pass through the restaurant door first, giving up their seats in omnibuses and tramway-cars, and transferring to their wives something of the respect which has been man's prerogative in the past.

AERODROME IN HYDE PARK.

SIR SEFTON BRANCKER THINKS LONDON WOULD LIKE IT.

BERLIN. Air Vice-Marshal Sir Sefton Branner (Director of Civil Aviation to the British Air Ministry), who has been attending the International Air Conference, said: "It is a great advantage to Berlin to have an aerodrome only 10 minutes' drive from Unter den Linden; and in point of fact one wants more time to catch the London train than the London aeroplane."

"I believe the public would like an aerodrome in Hyde Park," he said, "and we could give them comfortable chairs to see the aeroplanes come and go. It would be much nicer for them than lying on the grass."

In November 1926 a suggestion by Lord Apsley (Con., Southampton) for the provision of a small aerodrome in Hyde Park for light planes was declined by the Air Minister, Sir Samuel Hoare, on the ground of the proximity of high buildings and trees and the densely populated surroundings.

THE PRINCE AT PING-PONG.

IN THE EAST END.

TALK WITH GIRL ON TYPING.

LONDON, March 30th.

The Prince of Wales paid visits to several educational institutes in the East End of London yesterday afternoon and evening, and attended a Civil Service boxing contest in Holborn, W.C.

At the John Bear Hotel for working lads in Bow-street, E., he played a game of ping-pong with a 17-years-old youth named Frederick Faulkner. A flashlight photograph was taken and dazzled him a little, so that he could not play well for a moment.

"I won't go on. You are sure to beat me," he said to Faulkner with a laugh, and gave up.

At the Milner Hall the Prince watched boys being taught to make their own clothes the road to the Gennar-street school, which was packed with 2,600 girls and women from local L.C.C. night institutes. Some of the rooms were so crowded that the Prince could scarcely make his way to the centre in order to see what was going on.

The Prince, however, made himself perfectly at home. As he walked down the narrow lanes of women he shook hands here and there and once pleasantly caught the hand of a baby which was in the arms of its mother.

Surging Crowd Of Girls.

A troupe of girls in jockey caps and carrying whips danced before him to the music of "John Peel." He then turned to another group, sang to him. He talked to women being taught to make their own clothes, examined lace and silks, shook hands with smiling Sisters of Mercy in their wide-winged white caps, saw girls making leather slippers and handbags, went up a dark staircase by the light of a match, and finally had almost to fight his way out of the school playground again through a surging mob of excited girls.

At the Stepney Commercial Institute in Myddle-street the Prince watched a typewriting class, and to one typist, Miss Lily Rosenfeld, he confessed that he could only type with two fingers.

"I have got a portable typewriter," he told her, "and sometimes type my speeches when I am travelling in the train." An audience of about 2,000 people gave the Prince a rousing welcome at the Holborn Stadium Club at ten o'clock for the Civil Service boxing championships.

WOMEN'S £5,000 A YEAR ON DRESS.

MEN THEY MEET SPEND ONLY £460.

U.S.A. FASHION BUDGETS.

New York.

Women spend on clothes in fashionable circles four to five times the amount spent in dressing the well-groomed man, according to estimates made by New York experts in such matters. There are many cases where the smart woman pays for her wardrobe ten times as much as the smart man about town. A woman of fashion in New York who spends less than £2,000 a year on her clothes is in danger of lapsing into obscurity. She commonly compels her husband to pay out £5,000 or more.

The New York Custom Cutters' Club, which has been holding its annual style show for men at the Hotel Commodore, estimates a man can keep himself in the height of fashion in New York for not more than £400 a year.

Gowns Worn Only Once.

On behalf of the women it is pointed out that their clothes cannot be worn until they show signs of wear, as is the case with men. It is considered impossible for a woman moving in distinguished social circles to wear the same evening gown repeatedly. Custom demands that she appear in new clothes so frequently that when she returns to a gown formerly worn her friends have forgotten the first wearing. The interval cannot be so long as to permit the gown to pass out of style.

How a man dresses on £400 a year in New York is indicated by the following estimates:—

SUITS AND OVERCOATS.

Formal evening dress	£30
Dinner suit	27
Formal day dress	25
Informal day dress	23
Five business suits	100
Two sports suits	30
Drives overcoat	30
Business overcoat	25
Sport coat	20
Ullster	23
Total	£339

BOOTS AND SHOES.

Evening, business and sport	£23
-----------------------------	-----

HATS.

Silk hat £23, opera hat £21, bowler £22, two soft business hats £4, sport hat and cap £22, total £122. Accessories amount to £266. Some of these prices may seem high in London, and they are, especially when judged by London values. It does not pay American men to import their clothes from London because of the high tariff.

A VITAL HOUR IN THE WAR.

HOW FOCH TOOK OVER COMMAND.

WHAT HAIG TOLD HIM.

PARIS.

Graphic details concerning the momentous conference at Doullens (20 miles north of Amiens) 10 years ago, when the late Field-Marshal Earl Haig agreed to the nomination of General Foch as supreme commander in France are given in *Illustration* by M. Loucheur, who was then Minister for Munitions in M. Clemenceau's Cabinet.

M. Loucheur describes his visit to French general headquarters after the German breakthrough in March 1918 on the front of the British 5th Army, and the conviction he gathered that something drastic had to be done to prevent the Germans from availing the French and British armies and reaching Amiens.

On the night of March 24th M. Loucheur saw Foch who told him that he had seen M. Clemenceau and had handed him a letter pointing out that a supreme war command was necessary if a catastrophe were to be avoided.

The French Premier had replied to General Foch that he himself was on good terms with both Field-Marshal Sir Douglas Haig (as the late earl then was) and General Pétain, and had frequently ensured a liaison between them.

Foch's Determination.

"That is not sufficient," replied Foch. "And you know that, if we

try and believe that it is sufficient, we shall be beaten. You are in agreement with Haig and Pétain when you are with them, but when you have left them, both work separately and the liaison is not kept up. It cannot endure as things stand now and it is Germany who is profiting by this state of affairs."

At Compiègne on March 25th Lord Milner, M. Poincaré (the President of the Republic), M. Clemenceau, Marshal Pétain, Foch, and M. Loucheur met.

That night General Wilson arrived in Paris with the proposal that Clemenceau should be made Supreme War Commander, with Foch as his Chief of Staff. Foch disagreed with this plan.

On the next day there was another conference at Doullens. Foch said to M. Clemenceau: "The hour has come not to lose another foot of ground. We must hang on to our ground and die there. Remember October 1914. The enemy has struck at the juncture of the British and French forces. He has opened both wings of the door. A fresh force would close them again. Above all, no general line of retreat should be indicated to the troops."

Haig appeared tired but master of himself. Explaining what had happened since March 21st, he said: "What remains of the 5th Army south of the Somme I have placed under the orders of General Pétain."

"Alas!" the latter interjected. "It hardly exists any more. It is in fragments."

Haig's Consent.

It was then that Haig uttered the noble words: "If General Foch will consent to give me his advice I will consent to give me his advice." (Continued on next column.)

MIDNIGHT RAID ON CONVENT.

LOVER SHOT DEAD WHILE ESCAPING.

STRASBOURG.

A midnight drama is reported from a convent at Bregenz, in the Vorarlberg.

Louis Rupp, a railway employee, was passionately in love with a young girl who, however, refused his hand and took the veil. Rupp determined to kidnap the girl, and at dead of night, he climbed the convent wall and broke into the convent unseen.

In seeking the cell of the girl he loved he entered the cell of another nun. The nun awoke with a scream, and the alarm was sounded by the convent bell.

Rupp tried to escape, but the villagers rushed up and surrounded the convent. The man was shot dead by one of the inhabitants as he was running away in the darkness.

"I will follow it willingly," M. Clemenceau took Lord Milner and M. Loucheur to a corner of the room. "Well, Milner," he said, "You have heard what Haig has said. What do you think?" "I think," Lord Milner replied, "that is the right solution."

M. Clemenceau then called General Pétain over, and telling him what had been done, said: "I ask you to accept this solution."

"It will accept any solution," came the prompt reply, "which is necessary or useful to save my country. That is my sole desire."

MAKE THIS WEEK

Gibbs

WEEK

For Two Hundred and Sixteen Years

The Firm of D. & W. Gibbs has been established in London engaged in the manufacture of Toilet Products

As in the beginning, so to-day, Gibbs' products are famed for their Purity and Excellence.

THIS WEEK

a special display is being made at

Watsons—Pharmacy—Queen's—Wing On—Berlin—Bakilly—Colonial—Chosen Co.

of the Toilet Products that have carried the name and fame of Gibbs around the world.

If you are a user of any Gibbs products, become a user of all!

If you have not yet tried them—begin this week—Gibbs Week.

Some Gibbs specialties that appeal—

Particularly for Ladies—

Gibbs Cold Cream Foam—a vanishing cream, blended with Atar of Roses, of real excellence.
Gibbs Lemon Cream—the perfect cream for whitening the skin, banishing freckles, sun-burn, etc.
Gibbs Castile and Toilet soaps,—in many varieties, delicately scented or plain; of unvarying purity.
Gibbs Cold Cream—a night cream that is also a skin food.
Gibbs Coco-nut and Henna Shampoo—in powder or tablet form.

Particularly for Men—

Gibbs Shaving cream or cold cream shaving soap, either in the well-known wooden bowl, or in sticks.

Particularly for Baby—

Gibbs Baby Powder—Nursery need that soothes, softens and heals the most delicate skin.

For Everybody—

Gibbs Dentifrice or Dental Cream, the supreme beautifier and preserver of the Ivory Castles.
Gibbs Medical Carbolic Soap—a sure destroyer and preventative of disease that should be in every house.
And for the Dog—
Gibbs White Dog soap—fatal to insects—harmless to the most delicate skin.

Gibbs Products are not only manufactured from the purest materials obtainable, that soothe and protect the most delicate skin, but they are the most economical to use,

Don't Forget—

This Week is

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[A.P. 14]

"WHIPPET" Model "96"

Unequalled Motor Car Value.

CHASSIS ...	H.K. \$1,325.00
TOURER ...	1,550.00
ROADSTER ...	1,720.00
COACH ...	1,850.00
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HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, MAY 2nd, 1928.

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7 Bearing Double Sleeve valve engine.

CHASSIS ...	H.K. \$2,400.00
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GILMAN & CO. LTD. DURO MOTOR CO. LTD.
HONG KONG. KOWLOON.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Taxis Again—Profit Sharing—British Imports and Exports—Demand for Road Speed—The Evolution of the Lorry.

MOTOR NOTES.

THE MOTOR COACH IN ENGLAND.

The motor coach has made such progress that it has completely altered the character of the coaching traffic. Up to and after the war the motor coach was merely a char-a-banc, something which offered the degree of discomfort and lack of refinement that were sufferable for no more than a short day. The advance has been remarkable, and even the half-day or day tripper now expects and insists upon amenities undreamed of six or seven years ago, whilst an entirely new clientele has been built up for long-distance journeys and tours. Just as railway travel has changed from the cramped-up restraint of the suburban-train type of coach to the freedom, comfort and convenience of the corridor train, with its restaurant coach, so the motor coach has become, says *The Commercial Motor*, an entirely different vehicle; it is a saloon with almost the amenities of a maisonette on wheels, and a good class of passenger has been created, able to pay a fare which is high enough to permit of the provision of a service suitable to that class. We are yet a long way from the full development of passenger carrying in Britain, for it is safe to say that the average number of journeys per head of the population could easily be doubled, which expansion alone would create a demand for twice the present seating capacity.

QUITE THE REVERSE.

Two motorists met in an alley too narrow to permit them to pass each other. One of the drivers roared from his seat and shouted in an angry voice: "I never back up for any blankety-blank fool." Quietly putting in his reverse, the other backed out and replied: "That's all right; I always do." "CONTACT," in *The Motor*.

YOUR CARBURETTOR IN SUMMER.

It has been said that a car goes better in Winter than in Summer. The reason is simply that the carburettor has been set to deliver too rich a mixture, so that the engine is a shade sluggish in the warm weather. In Winter the slightly richer mixture is almost ideal, and the car subsequently goes better. This also explains the reason why your car, perhaps, travels better at night.

THE FEMININE MOTORIST.

More and more are the progressive salesmen directing their attention to women and manufacturers are giving the feminine driver great consideration in designing their cars. Several new points about the Whippet have been introduced to make the car easier for a woman to drive. If the brake and clutch pedals are too far away for her feet, the salesman can immediately equip the driving seat with accessories that bring it closer to the front of the car. Another feminine trait to which the new Whippet appeals very strongly is woman's well known love of a bargain. Recently the cut in Whippet prices saw a marked increase in the number of women who came alone or with their husbands to discuss the purchase of Whippet cars. One incident marks clearly the new trend of feminine habits and privileges. A gray-haired lady who appeared to be well into middle age stopped to examine the racy sport-rodster. Smilingly the salesman explained the comfort of the cushions and the back rest—until he was interrupted. "Don't bother with those minor details," the lady said. "What I want to know is what speed I can make in it." Then she bought the car.

A STANDARD NAME FOR MOTOR FUEL.

Perhaps one of the details of the oil industry that should be attended to without delay is the standardisation of the name for gasoline. In England gasoline is called "motor spirit" or "petrol"; in France it is called "essence," and the word "petrol" is used to designate kerosene. In Italy the bewildered motorist must ask for "benzine," if he wants gasoline, well knowing that the liquid called "benzine" in some other countries is highly explosive and might be dangerous to use in a motor-car. Since the United States handles and uses more than 70 per cent. of the world's gasoline it was suggested that motor spirit be called "gasoline" in conformity with the American custom.

THE SECOND-HAND MARKET AT HOME.

Although it is believed in some British circles that second-hand cars are something of a glut on the market, second-hand cars of good make can be bought to-day from the reputable dealers with absolute confidence. We realize, says *The Light Car and Cyclecar*, that there are many who would like to spend the coming holiday on the road but who cannot afford a new car and believe that a second-hand car is not worth buying. They have heard of the unfortunate experiences of friends who have bought used cars in the past and, appreciating their own lack of ability to discriminate between a good used car and one that is on its last legs, they dare not risk their money. To-day second-hand cars are not easy to sell and in consequence the principal dealers are extending inducements which should reassure even the most cautious. It is possible to-day to buy a second-hand car which costs only about half as much as when it was new, yet which carries a guarantee as generous as that commonly given with a brand-new car.

NO SUNDAY MOTORCYCLE RACING.

It has been feared, says *Motor Cycling*, and it is still feared, that Sunday racing, accidents and "thrilling" photographs will mitigate against the popularity of motor-cycles as utility machines and as a means for giving health and pleasure. It is pointed out that British riders are the most numerous and enthusiastic in the world, and that countries in which dirt-track racing has been practised for some time are noticeably largely on account of the small number of motor-cycles per head of the population. It is therefore interesting to note that a leading Australian sportsman who has in his employ many of the world's star dirt-track racing men, and whose activities are about to commence in Britain, makes the following principal plank in his platform: "No accidents, no betting and no Sunday racing."

THE STOCK MOTOR-CYCLE TRIAL.

Summing up the 1928 Standard Stock Motor-cycle Trial, *Motor Cycling* says: Taken all in all, the troubles were not of a serious nature, and the condition of the machines reflects great credit on British manufacturers generally. The trial was by no means an easy test. None of the observed hills was of a freakishly difficult nature, many were quite severe in gradient and some in surface; in addition, the twisty and intricate course over lanes the surfaces of which were of a treacherously slippery type made timekeeping anything but a simple matter and required frequent use of the intermediate gears as well as of the brakes; general stability, non-skid tyres, smooth transmission system and sweet brakes, all were required to emerge satisfactorily from the road test. To this were added the brake test, the high-speed test at Brooklands and the final examination, which, together, ensured that no badly built machine should obtain a gold medal.

TAXIS AGAIN.

BRITISH CARS FOR HONG KONG AND KOWLOON.

STRINGENT POLICE REGULATIONS.

The new taxicab company will be given a warm welcome here, although since the closing of the old company a number of comfortable "pirate" cabs have been plying for hire. For the taxi has many advantages over the semi-private car, the first being the small and stable charges.

A Fleet Of 50 Cabs.

A fleet of ten Clyno cars will be in use before the end of the month, and should the venture have the success which is confidently expected of it, forty more cabs will be added as soon as possible.

Olive Green And Yellow.

The service will be run by the New Taxi Company of which Mr. Tsang Yuk Fu is manager. The cars are British made, throughout by the well known Clyno Company and are olive green in colour with a broad yellow stripe. They are fitted with 12.25 h.p. engines and have a gear ratio of 5 to 1 which will enable them to climb the Peak with a full load on top gear.

Romy And Well Sprung.

The seating accommodation is excellent. Five passengers can be

carried although the seat beside the driver is really intended for small personal luggage. There are two folding seats inside and ample room for all four passengers. The cars are low sprung to give riding comfort and fitted with Smith shock absorbers. Special attention has been given to the height of the doors which facilitate ingress and egress. The interiors are fitted with electric overhead lights, a special light to illuminate the meter, and speaking tube to communicate with the driver.

Stringent Police Regulations.

The regulations enforced by the police with regard to taxi cabs are far more stringent and comprehensive than those for "pirate" cars, and one of the conditions of the permit which has been granted to the new company by the Hon. Captain Superintendent of Police is that each cab is to be submitted to Messrs. Lane, Crawford, Ltd., who are supplying them to the company, at least once a month for a thorough inspection. The regulations insist that: The doors, windows, seats, roof, springs, wheels, etc., and all furniture and appointments of the car must be in proper order and repair, the paint and varnish in good condition, and the inside perfectly clean. Reinforced glass is to be used for the front windows, and the upholstery must be of good material and stuff. The safety and efficient working of engines and brakes is likewise assured by the regulations.

Official Cab Ranks.

In consideration of this agreement with Lane, Crawford's by which the cabs will be under the supervision of their motoring department, which is in the charge of Mr. A. J. Allison, the Police authorities have given the new company the privilege of using the old taxi cab stands at the Post Office corner, at the Star Ferry and Whitty Street, West Point.

Meters Sealed At Scotland Yard.

The meters have come from the Aron Taximeters Co., Ltd., of London, and are of the type approved by the Metropolitan Police Authorities. They have been examined and sealed at Scotland Yard before being transported, and will be sent home to London to be inspected and re-set if necessary once a year. It is thus impossible that they can be tampered with and the charge faded in any way.

Further Details.

The cabs are fitted with Dunlop balloon tyres, and the petrol tank which is carried in the rear of the cab will carry a reserve emergency supply which can be tapped by means of a lever and will give enough petrol for a further 15 miles. The fares will be 40 cents for two passengers for any distance not exceeding one mile and 10 cents for each subsequent quarter of a mile. An additional 20 cents per mile will be charged for each extra passenger. The cabs are fully insured for third party risks. A policy having been taken out with the Hong Kong Fire Insurance Co. in this respect.

New Taxi Service For Kowloon.

Lane, Crawford's, Ltd., have just completed arrangements for the sale of 6 Hillman 14 h.p. taxicabs for a new company which is to be started in Kowloon, and if this venture also is successful the number of cabs will be increased.

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ALL TYRES
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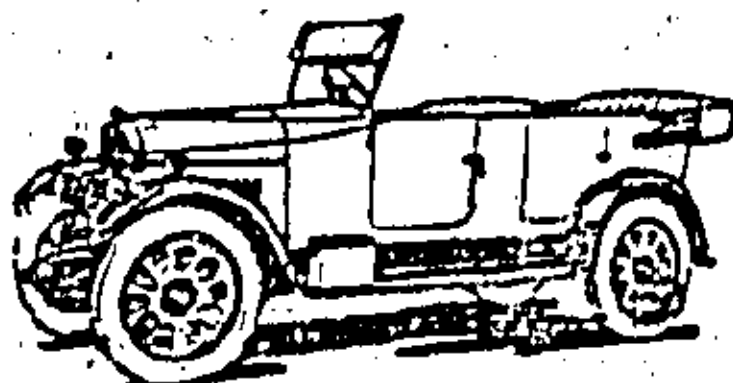
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Humber

The Sturdiest Car for Overseas

ONLY a close examination reveals the small details of Humber construction that tell so surely in actual use. The margin of strength in their every part enables Humber Models to withstand the test of rough roads and heavy usage—a fact that has long established them in the favour of Colonial Owners.

- 9/20 H.P. 2-3 Seater with Dickey Seat
- 9/20 H.P. 4-Seater Tourer
- 9/20 H.P. 4-Seater Saloon
- 14/40 H.P. 2-3 Seater with Dickey Seat
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- 14/40 H.P. 5-Seater Saloon
- 14/40 H.P. 2 Coupe with Dickey Seat



9/20 H.P. 4-Seater Tourer
Other Models of 20/55 H.P.
Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES. The 347 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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HINTS FOR PILLIONISTS.

SAFETY BEFORE SUPER-MODESTY.

In an article in *Motor Cycling* there are given many hints for safe passenger carrying on a solo motor-cycle. Some of these are given here and should be very useful to novices at the pastime. To quote the journal:—
"A pillion seat should be low and comfortable. A seat which titters on the top of excessively long springs is wrong in that it prings the passenger's weight above that of the rider. To obtain the most complete control and stability the rider should be seated roughly on a level with his passenger. The majority of seats are built very low nowadays, so that there should be little difficulty in finding one which

is suitable. Saddle-type seats, adapted for fitting to the carrier, have much to recommend them.
"Pillion footrests are absolutely essential even if only short journeys are anticipated, for nothing can be more fatiguing than having to trail one's feet. The practice of sharing the rider's rests can, on occasions, be dangerous in that it is liable to interfere with braking.
"To see a pillion passenger sitting side-saddle is now, happily, rare. As has been pointed out many times before, it is quite impossible to balance safely in this way. The lateral stability of a motor-cycle carrying two persons is largely governed by the nearness of the passenger's weight to the rider's, and by the nearness of their combined mass to the middle of the machine. Thus a maiden whose modesty forbids her sitting close up to her escort should be dumped at the nearest kerbside and her place filled by one of whom modesty is less marked than road sense."

MORRIS COMMERCIAL CARS

ARE DEMONSTRATING DAILY
THEIR CAPACITY FOR ECONOMIC HAULING
IN PRIVATE AND PUBLIC SERVICE.

LIST OF LOCAL OWNERS

Canton Government ...	10-30 cwt. 8 Wheelers.
Cheung Mei Bus Co. ...	4-10 passenger Buses.
China Motor Bus Co. ...	2-16 passenger Buses.
Kowloon Motor Bus Co. ...	2-16 passenger Buses.
New Territories Bus Co. ...	1-12 passenger Bus.
H. Rutonjee & Son ...	1-30 cwt. Lorry.
Asiatic Petroleum Co. ...	1-30 cwt. Lorry.
Dodwell & Co., Ltd. ...	1-Ton Lorry.
"Nestle Chocolate" ...	1-Ton Delivery Van.

A MODEL FOR EVERY REQUIREMENT.

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32" x 4 1/2" tyres, dual rear, F.W.B. ...	£320
Chassis Z. 6 complete with 32" x 6" tyres & F.W.B. ...	355
Type Z. 5 Standard Lorry complete with Cab ...	390
Type Z. 6 Standard Lorry complete with Cab ...	420
Type Z. 5 Char-a-banc for 18 passengers ...	620
Type Z. 6 Char-a-banc for 18 passengers ...	650
Type Z. 5 Special Saloon Bus ...	670
Type Z. 6 Special Saloon Bus ...	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/2" tyres ...	£538
Chassis with War Dept. type Body ...	628

FULL PARTICULARS AND PRICES
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THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL

TELEPHONE CENTRAL 4759

CHINESE CONSTABLE AS
"SHEIK."

CARRIES OFF HIS BELOVED.

ADAMANTINE PARENTS AND
MAGISTERIAL SYMPATHY.

That the course of true love seldom runs smooth was found to be only too true by a Chinese constable named Li Chik. He was, however, fortunate in having his troubles thrashed out before a sympathetic magistrate, who told him to take his young woman to the Secretariat for Chinese Affairs and have matters arranged there.

Li Chik, was not unromantic enough to do a little wooing while on his beat. He was on duty on March 31st when Yau Yee Niu, a demure maiden of eighteen summers came by. The overtures common to such occasions evidently took place and Yau Yee Niu listened to his proposal quite attentively, and found her ardent lover not unattractive.

They at once threw convention to the four winds and went away to live together. They were perfectly happy until April 23rd, when Niu's parents discovered her whereabouts. Now the girl's parents had not the slightest sympathy with "love's young dream" for they in their youth had not dared for a single moment to entertain the idea of marrying against their parents' wishes.

The unsympathetic parents ruthlessly took the girl home and brought a charge of unlawful harbouring against Li.

The crestfallen Li was brought before Mr. W. Schofield yesterday at the Kowloon Magistracy, with Mr. Leo d'Almeida to plead his cause. Mr. Williams, Assistant Secretary for Chinese Affairs, and Mr. Calhoun, Acting Assistant Superintendent of Police, were also present.

The story of the constable's philandering was told to the Court by Mr. Williams. He said that the girl was betrothed to someone in her native village and that her parents had received \$80 from the prospective husband.

Yau Yee Niu met the constable as stated and at once took a fancy to him. Her love was reciprocated and they were both willing to get married. Further Li found that \$80 was not too much to pay for his fiancée and offered that sum to her parents so that they could refund it to the men in the village.

Mr. Schofield agreed with Mr. Williams that it would be best for all concerned to allow the young lovers to get married, but they found that it would be necessary to consult the girl's parents on the subject. The two old folk were called in and when the Magistrate's suggestion was put to them, they absolutely refused to allow their daughter to become the wife of the constable.

Mr. Schofield showed his sympathy by dismissing the charge and instructed the young couple to go before the S.C.A. and get matters settled there.

COUNTERFEIT COINS.

FOKI STEALS THEM FROM A
BANK.

A Chinese charged with being in possession of spurious coin and with tendering some of them at the General Post Office appeared before Major C. Willson at the Central Magistracy yesterday. Detective Sgt. Humphreys stated that the defendant was employed as a foki in a native bank in Wing Lok Street.

He was given 50 cents to buy stamps for the firm, but tendered bad coins instead. He was detained by the stamp seller.

When searched other spurious coins to the value of \$3 were found in his possession. The money had been taken from a basket in which the bank deposited bad coins.

The Magistrate imposed a sentence of three weeks' hard labour on each of the two charges.

NEW TERRITORIES
AGRICULTURAL SHOW.PRIZES PRESENTED BY H.E.
THE GOVERNOR.VILLAGE ELDERS AT GOVERN-
MENT HOUSE.

H.E. The Governor, Sir Cecil Clementi, K.C.M.G., presented at Government House yesterday two tablets offered as prizes at the New Territories Agricultural Show held on December 7th last at Sir Robert Ho Tung's Experimental Farm, Sheung Shui.

The tablet offered by H.E. The Governor for inter-village competition was won by Kam Tsai village, and was received on behalf of the inhabitants by one of the elders, Mr. Pang Lok Sam.

The other tablet, offered by the Hon. Mr. J. Owen Hughes for individual competition, was secured by Lady Ho Tung.

The tablets are of teak, painted a soft red colour and inscribed with gold letters, setting out the name of the donor and the name of the winner, with space left for painting in the names of other winners at subsequent shows. The tablet presented by His Excellency will be kept at the district officer's house at Tai Po and winning names will be added each year, but Mr. Owen Hughes' tablet becomes the property of anyone winning it three times in succession.

This very pleasing ceremony took place in the drawing room at Government House, among those present in addition to His Excellency and his A.D.C., Capt. A. J. L. Whyte, being Lady Ho Tung, the Hon. Mr. J. Owen Hughes, Mr. J. A. Fraser, District Officer (North), Mr. J. Bullock of the Dairy Farm, The Rev. H. R. Wells, O.B.E., and several elders representing various villages in the New Territories.

The next Show has been fixed for January 25th, 1929, and Sir Cecil wished the organisers every success with the enterprise.

The Hon. Mr. J. Owen Hughes produced a letter which he had written in 1921 advocating a New Territories Agricultural Show. He was very glad to see that his suggestion had materialised with every success.

A meeting of the committee is to take place in Mr. J. A. Fraser's house at Tai Po at 2 p.m. next Saturday after which Mr. Fraser is entertaining the committee to tea.

ST. PETER'S CHURCH
Y.M. CLUB.

CURRENT NOTES.

Members are reminded to send in all outstanding subscriptions to Mr. T. C. Jex (at Messrs. Gilman & Co. or at the Club House) as soon as possible, and not to Mr. G. S. Zimmerman as hitherto.

Mr. A. E. Perry has been elected to the Joint Secretariat in succession to Mr. G. S. Zimmerman. Mr. Perry's office address is at the Assurance Franco Asiatique and the Club, where he will be found most evenings of the week.

Mainly through the good offices of the Club Patron, Hon. Dr. R. H. Kotewall, C.M.G., the Government have allotted this Club a site for the erection of a bathing shed at Repulse Bay. The shed will be ready about the middle of the month. The opening ceremony has been fixed for Empire Day at 3.30 p.m.

Picnics.
The launch picnics which proved so successful last year will be continued this summer. The first picnic will be held on Whit Monday, May 28th, and will be an all-day event. The launch will leave the Blake Pier at 11 a.m. sharp, and the destination will be Clear Water Bay.

It is hoped to hold the first moonlight picnic on June 2nd (Saturday) if weather conditions are favourable.

The week-end picnics this year will begin on June 9th (Saturday). Launch will leave from Blake Pier at 4 p.m. sharp.

Proposed Membership Campaign.
At the extraordinary meeting held last month, it was suggested that a drive for new members be made as early as possible. It is hoped to bring into the Club a larger circle of young men who might wish to associate themselves with the Club's activities and aims.

Diary For May 1928.

May 7th—Ping pong tournament, 8.30 p.m.

May 14th—Ping pong tournament, 8.30 p.m.

May 24th—Opening of the Club bathing shed at Repulse Bay at 3.30 p.m.

May 28th—Whit Monday all-day picnic (launch leaves Blake Pier at 11 a.m. and will return at 4.30 p.m.).

June 7th—Saturday afternoon picnic will commence from this date at 4 p.m. from Blake Pier.

MOTORING NOTES

(CONTD.)

PROFIT-SHARING.

SINGER & CO. SUCCESS.

HARD WORK THAT JUSTIFIES
ITS REWARD.

To produce the popular British light car at the value for money that it offers to-day, it is obvious that everyone concerned must pull his weight. There is no room for passengers in this department of industry.

British motor manufacture has provided many instances of hard work bringing its just reward, but few more striking than that of Messrs. Singer & Co. As is well known, the financial strength of the Singer Co. is enviable. The shares have reached an almost record height. At the end of last year, after paying for the purchase and equipment of immense new works on the outskirts of Birmingham, and other extensions, and allocating £104,000 to the shareholders, the reserves still amounted to £267,700, i.e., still more than the whole of the share capital.

That this Singer success has not been achieved at the expense of the employees is revealed by the figures of wages paid, which are perhaps the most striking feature of last year's trading. Total wages and salaries were on half a million, but they had paid merely £72,400 less, i.e., the company would have been so much better off themselves. As it was, they paid the difference—roughly 20 per cent. more than they need have done—to the workers.

This amounts to profit-sharing with the employees. It means that, for instance, a man holding 100 Singer shares (value over £300 to-day) received £20, the average worker received £24, or nearly 10s. per week, above the usual or Trade Union rate. Furthermore, the workers receive this money weekly, in advance of the shareholders; the latter have to wait to see if there is a profit before they receive anything.

This is the result of a system which does much to breed confidence in the management. Employees in the Singer shops are on "piece-work," as opposed to time; that is they are paid so much for each article they turn out instead of so much for each hour they are in the works.

The usual objection to this system, from the workers' point of view, is that as soon as a man becomes proficient at his various operations, and begins to speed up and make money, there is a temptation for the employer to lower the rate per article as soon as what he thinks is a reasonable total weekly wage has been reached. Now the Singer people get over this difficulty by going into the piece-work rates at Round Table Conference with the workmen themselves every July, that being the beginning of the slack season, when plans are being made for the next season's output. The rates for each job are then fixed and a guarantee is given that they will not be altered for 12 months.

THE EVOLUTION OF THE
LORRY.TREND TOWARDS SIX
CYLINDERS AND SPEED.

For twenty years the typical lorry or large commercial chassis has been distinguished by a clumsy strength. The very word "lorry" conveys to the mind a heavy rumble and a clash and clatter that is entirely divorced from the smooth speed of the tourist car. But times, and traffic conditions, are changing. Up to three tons carrying capacity, the lorry or van of to-day is taking upon itself a six-cylinder engine, a chassis that is distinguished rather by quality of material than by weight, and pneumatic tyres. The heavy, road-destroying vehicle of the past and present day is on its way to the scrap heap.

The volume of traffic upon our streets and roads is largely responsible for the change towards speed and lightness. To be profitable, transport of the present day must be quick transport, and a six-cylinder engine permits of a speed in a mass of vehicles that permits of no controversy on the point. The lack of the necessity of constant gear-changing, the presence of an exceedingly powerful acceleration, and the maintenance of a high average road speed in the open have made it possible to cut delivery time in half under almost any circumstances.

Haulage companies in London are pinning their faith largely upon the "Star Flyer," and its sister-vehicle the 30-cwt. Star. The "Flyer" is a six-cylinder chassis which handles as easily as a luxury saloon and possesses a speed of 50-55 m.p.h. The 30-cwt. chassis is a four-cylinder capable of 40-45 m.p.h. (Continued on next column).

BRITISH IMPORTS
AND EXPORTS.

MOTOR INDUSTRY FIGURES.

1928 A TURNING POINT.

It was during 1928, that motor exports from Great Britain for the first time exceeded motor imports in number and value. During that year net imports, the number of which is arrived at by deducting re-exports from gross imports, amounted to 21,342, this figure representing the total of private cars, commercial vehicles and bare chassis. The revised figure for exports during 1928 showed a total of 33,338. The exports of complete cars exceeded the imports by about two thousand, and the exports of chassis exceeded the imports by upwards of 6,000. As regards commercial vehicles, the figures were smaller, but exports were very nearly double imports in number and more than five times as great in value. In other words, under this heading imports must have consisted mainly of quite light vehicles of small value, while exports must have consisted mainly of quite substantial vehicles of substantial value. During that year, the value of total exports exceeded the value of imports by well over four million pounds.

We may now consider the corresponding figures for 1927. In some respects, these are more, and in other respects less, satisfactory. Total exports increased as compared with the previous year, both numerically and in value, and exports also increased under all the three headings of cars, commercial vehicles, and chassis. Total exports amounted to 35,596, that is to say, an increase of over three thousand. Their value showed an increase of not much less than a million pounds, which means that the average value of each export was larger than in the previous year. Meanwhile, imports also increased; total net imports for the year numbered 31,373 to a total value of about £4,500,000. Thus the margin of exports over imports as regards numbers was only about 4,300 instead of being upwards of 10,000. The margin in respect of value was about three and a half million pounds as compared with over four million pounds. Under one heading, namely, complete private cars, imports exceeded exports in number, but not in value. Under the other headings, exports exceeded imports in all ways. The figures show a remarkable ascendancy on the commercial side of the British industry; in this group the imports only amounted to about one hundred vehicles, valued in all at less than £19,000. Meanwhile, exports amounted to 1,737 vehicles, with a total value of well over a million pounds, the average value of exports being much higher than in the previous year.

The total value of exports is substantially greater than it has ever been in any past year, but exports during the last half of the year did not compare favourably with exports during the first half. Over 21,000 vehicles went out during the first six months, the figure for the last six months of the year being somewhat under 13,000. One cannot, however, deduce very much from this fact since it may quite possibly be found that exports for the first months of 1929 will be particularly large, bringing the recent average up to a quite satisfactory figure.

Both are capable of earning very high profits in haulage in a short period of time, and both have a first-class reputation for lasting wear. The cost of these vehicles is actually lower than that of heavier and clumsier machines. The final result is only too obvious.

Again, there is the road passenger question, that of the omnibus and charabanc. Let us take a concrete instance. Last year a "Star Flyer" charabanc appeared upon the roads of a famous British watering-place and offered pleasure runs at a higher price than the average. Within two days the many other charabanc proprietors were feeling the competition severely, and the proprietor of the Star actually had to call in the police to handle the crowds which collected round his stand. Luxury riding and speed had stamped a public determined to get the best for its money.

Certain protests as to the speeds of heavy vehicles have been made, but have not in any way been supported by casualty figures. On the other hand, the lighter weight and the pneumatic tyres of the newer models are effecting a saving of road surfaces that is winning no small amount of praise from motorists in general.

The speedy, light-running lorry has come to stay. It bears the legend "Maximum speed 12 m.p.h." upon its panels, but it averages a road speed that in practice renders the official notice as much out of date as is the red flag that preceded all motor cars in the nineties.

DEMAND FOR ROAD SPEED.
IN EUROPE AND AMERICA.

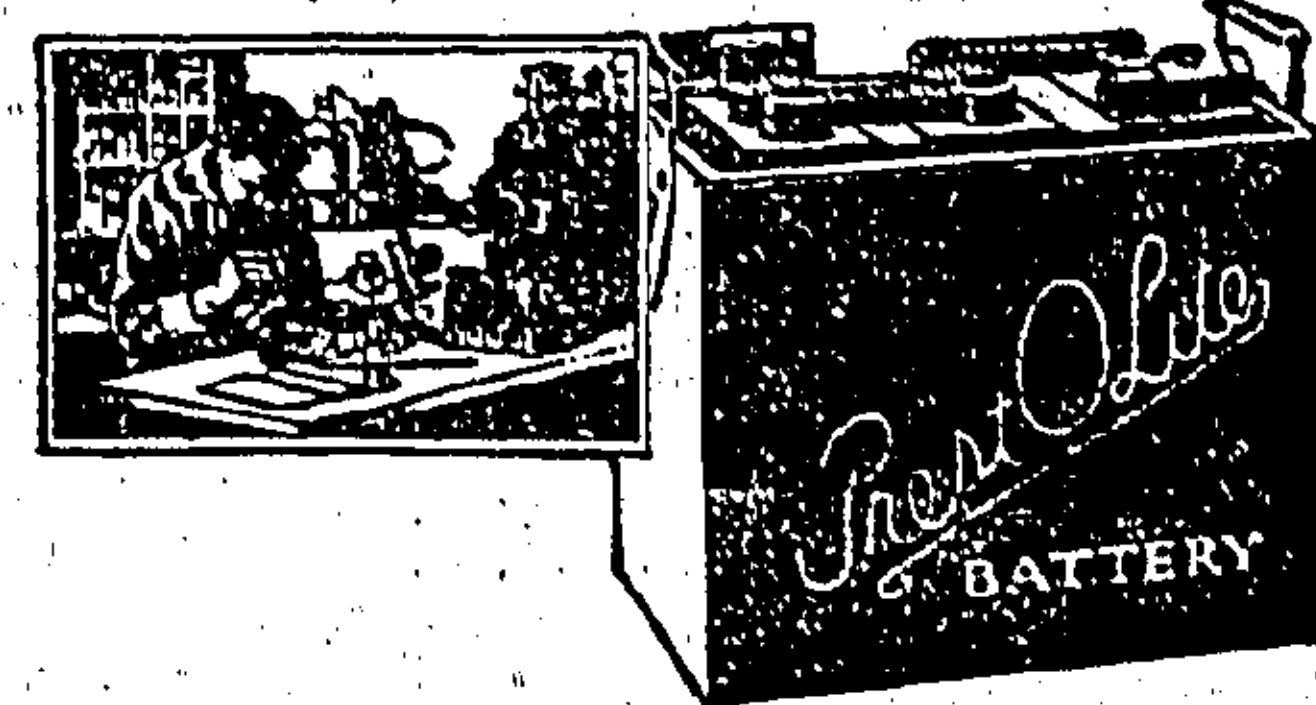
THE 70 M.P.H. CAR.

Despite the crowded conditions of modern highways, the motoring public is insistently demanding cars capable of speeds up to 70 m.p.h. At the first glance, such a situation appears to be absurd, but a moment's reflection readily explains the apparent contradiction of issues.

The type of machine in demand is of the speedy six-cylinder type, capable of infinite variations of pace on its top gear, wonderfully quick on the getaway and involving a minimum of fatigue to the driver on long runs on account of its smooth handling. With a possible 70 m.p.h. under its bonnet, for straight stretches, such a car will offer a really wonderful average speed over long distances, despite crowded roads, and will ensure a safety impossible to a clumsier and slower vehicle.

Perhaps the most outstanding, and therefore the most sought-for, example of this type is the new 18/50 h.p. Star, a British car with a magnificent reputation for finish plus hardness. To-day the demand for this particular model is such that if it were advertised in the London Press that a hundred 18/50 Stars were available for immediate delivery the police would undoubtedly have to be called in to handle the resultant public gathering of enthusiastic buyers.

With arterial roads of a kind to give the best of chances to such cars rapidly increasing in number, it may conservatively be said that the average citizen will soon be able to go about his affairs with a celerity, comfort and safety which would have seemed fantastic to his immediate forebears.

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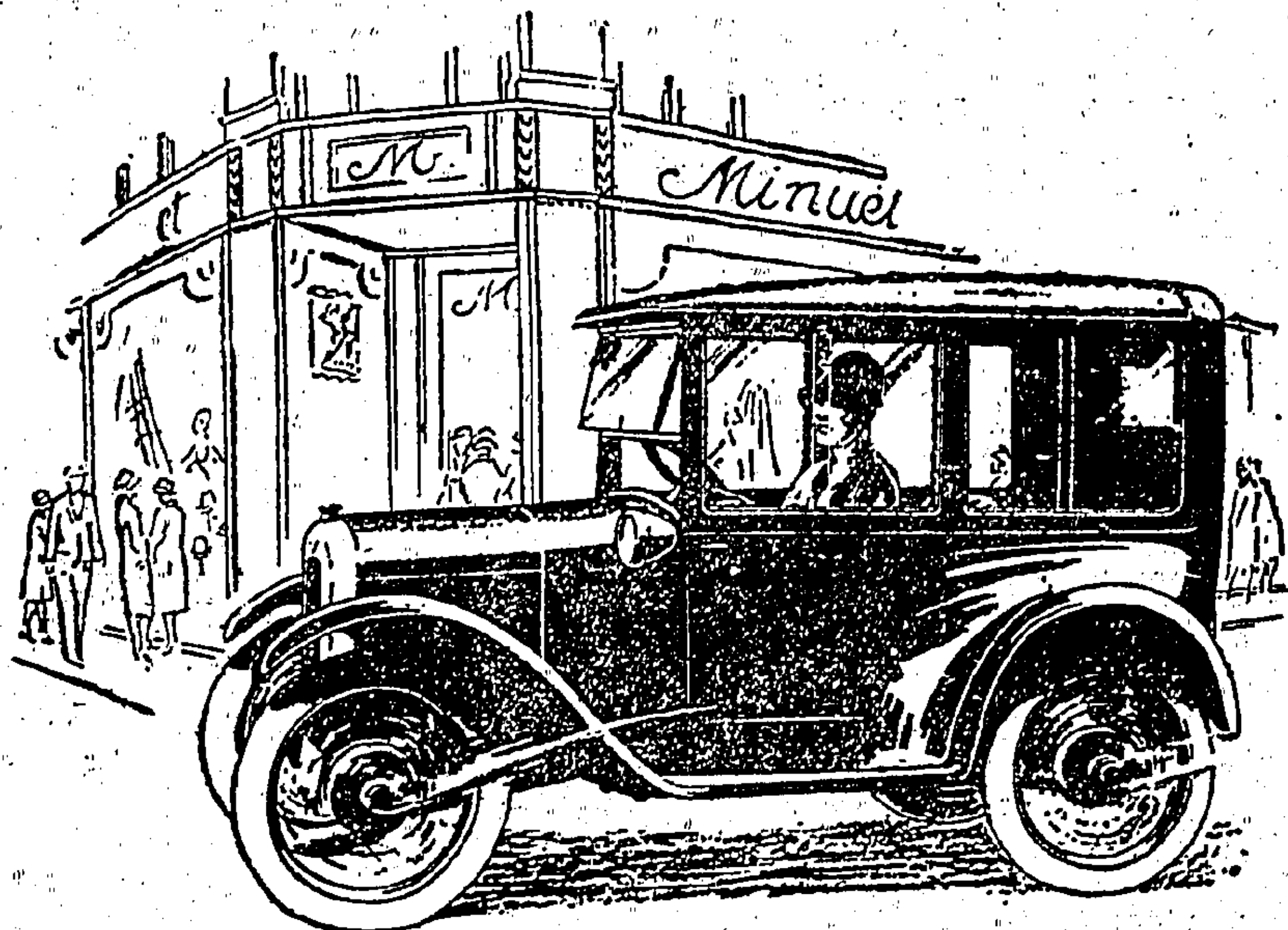
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Pres. Taft May, 13th, 6 p.m.
Pres. Jefferson May, 27th, 6 p.m.
Pres. Lincoln May, 10th, 6 p.m.
Pres. Madison May, 24th, 6 p.m.

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DEATH OF A GENERAL.

MUTINY VETERAN WHO VOLUNTEERED IN 1914.

LONDON, April 1st.
General James Cadogan Parkison, an Indian Mutiny veteran, died yesterday at the Norfolk Hotel, London, S.W., where he had lived for the past five years.
General Baillie, who was in his 93rd year, was born at Inverness, and joined the Bengal Infantry in 1852. He served with distinction during the Indian Mutiny, and was wounded three times, and mentioned in despatches twice.
During the March on Delhi in July, 1857, he was orderly officer to General Nicholson, and while carrying out an order to bring up cavalry was shot in the leg.
At the time of his return to England he held the rank of Colonel, and his appointment as General was gazetted in 1884. He never actually retired from the Army,

being officially designated an "unemployed supernumerary."
When the War broke out in 1914 he returned to England from Brussels, and volunteered for service, but, owing to his age and rank, the War Office could not accept his offer.
Despite his great age he was very active, and tramped long distances. A year ago he was knocked down in the Haymarket, and cut on the head and hand. From this he never fully recovered.
General and Mrs. Baillie had four daughters, all married, seven grandchildren, one of whom was killed in the War, and four great grandchildren.
General Baillie was a member of the East India United Services Club, and a fellow-member told a Sunday Times representative last night that General Baillie was a very well beloved figure there.
"He was wonderfully alert—even sprightly in his movements—and had scarcely a grey hair," he said. "We shall all miss him."

CROOKS I HAVE KNOWN.

THE WORST NOT IN THE DOCK.

POLICE COURT MISSIONERS EXPERIENCES.

[By CAPTAIN W. STANLEY SHAW.]

Many people think of a police court as a place where you find crooks. As a matter of fact not 10 per cent. of those brought up at our English police courts are crooks. More than 90 per cent. are just ordinary people who have made fools of themselves in some way, usually a small way, and if given a chance, they do not come up again.

Crooks are too cunning to be easily landed in a police court, although, of course, they are sometimes.

In my time I have come in contact with various brands of crooks, from the "educated, well-groomed" crook who was a member of a leading West End club, a fellow of a learned society and had published a book on Egypt (he swindled far and wide), down to the East End street-corner Socialist who was not above robbing the poor while waiting for a chance to take it out of the rich.

These two, the West End club member and the East End Socialist, were "alike" in this respect—they were both convincing talkers. They would talk you out of anything or talk you into anything, unless you possessed that instinct, possessed by all successful detectives, which is a safer guide than reason. "If people would only pay a little more attention to instinct and less attention to reason many plausible scoundrels would find their occupation gone."

There are men who must be preying on their species. It is their second nature; they were born that way.

I remember an instance of this in 1914. When I took up duty I was 44, but had held a commission many years before the war. In 1914 the National Reserve Battalion to which I belonged raised a service company, of which I was given command. I had to furnish three guards. One of these was a dock.

One day the sergeant of the guard at this dock reported to me that Private Ajax was robbing his comrades. Ajax was then acting as spare man, and when shopping for the others he was dishing them of twopennes, threepences, fourpences, and so on.

I had a great deal on my hands at the time, so I looked very hard at the sergeant and said: "Sergeant, you have that river side of you and a canal the other side, and a horse-trough a few yards down the road, and with all these natural advantages, if you cannot settle this matter without bothering me, I'm sorry for you."

The sergeant, who was an old soldier of the Royal Fusiliers, looked rather startled for a moment, then he saluted and went out. When next I had the pleasure of seeing Private Ajax on parade he looked so clean that I hardly recognised him, and he gave me an "Oh, how could you?" sort of a look that was simply excruciating. If his comrades could not wash him of his sins they, at any rate, put the fear of God into him.

I found that in private life he was a tallyman, and went round selling rubbish to poor people and then breaking up their homes. One of my other sergeants, late of the Buffs, lived in the same district, and said that Private Ajax had brought misery to many poor people, to his knowledge.

Private Ajax was one of those animals that have to prey on someone. If he could not prey upon poor people in private life, then he must rob his comrades of their little pay.

Some years ago I was walking through Fenchurch Avenue, in the City, when a man said in my ear, "Will you save a man's life for twopenny?"

"Well," I said, as I turned, "if twopenny will save your life, here you are." He was a powerfully built man, about 5ft. 6in., with a heavy dark moustache and heavy jowls.
Some months later, I spotted him again in the City. He was waiting outside some offices, smoking a pipe. Presently, he was joined by a woman carrying a small hand-bag. She appeared to be some sort of canvasser calling at offices—a frail, respectable woman, who looked ill.
During the next two or three years I spotted them at various times, the man always smoking his pipe and with the woman, or waiting for her. "No doubt that should be living on her earnings."
The individual who wrote that there is so much bad in the best of us, said so much good in the worst of us, was very inexperienced.

GREATER BRIGHTON.

ENGLAND'S BIGGEST SEASIDE TOWN.

THE RECENT EXTENSIONS.

[By J. M. N. JEFFRIES.]

BRIGHTON, April 1st.
To-day has been in theory the greatest day in Brighton since the borough received its charter of incorporation, perhaps even the greatest day since that memorable one on which the Prince Regent discovered that the atmosphere of the place had made him thinner.

For to-day the Act of Parliament came into force by which Brighton has been empowered to extend its boundaries. Yesterday its area was 2,630 acres to-day its area is 14,400 acres. It is easily the largest seaside resort in the kingdom. The glory is the other way round this time; it is a question, not of getting thinner, but of a four-fold increase in girth.

To-day Brighton took over a wide expanse of downs, and also Rottingdean, Saltdean, Ovingdean, Rye, and Varnham, Woodingdean (everything available, apparently, except Gloomydean), and Greater Brighton was born.

In Whit week the event is to be fully celebrated, with the Duke and Duchess of York graciously coming down for the occasion for a ceremonial opening of the new boundaries. But none the less, one looked for some token upon that great sea front to-day to indicate what had occurred.

Where Were The Patriots?

Where is the patriotism of Brighton? On the great sea-front, there was not a flag. Where were the proud and laughing bourgeois? Where were the demonstrations of joy? Over the front the ocean looked at the hotels and the hotels looked back at the ocean—on strictly equal terms, it is true, but that was all.

Perhaps, if the truth be told, the weather had something to do with it. A noticeable quantity of rain was incorporated in the borough to-day.

Brighton is so majestic that it can stand rain-incorporation better, perhaps, than any other place in the realm, but even Brighton's pebbly beach looked a little sad to-day. Its red contours were veiled by the falling water. There was something singularly shivery about a notice which said "Pay here for bathing." One felt, so to speak, that if one did, one certainly would!

After luncheon a good few Brightonians made for the concert on the West Pier, and one followed them in the hope that the auspicious day might see some commemoration there. But there was nothing in the programme to indicate this, except, by a stretch of imagination, Linde's "Beautiful Spring." It is an optimistic piece, which begins with twelve clucks.

Brighthelm.

As for the incorporated districts, the signs of joy were equally absent. Patcham, which is one of them, has special reason for joy, since it is the owner of a torrent which invades cellars.

Hitherto (you know the Patcham way) this has been treated as just one of Nature's acts, not to be coped with. But now that Patcham is Brighton, the gurgling of torrents takes another aspect.

The incorporation has provided Councillor Gase, of Brighton, with the opportunity of foreseeing that wondrous day when his own borough and Hove shall be at last united as "Brighthelm," a cathedral and university city. There is to be no coercion of proud Hove; a mixture of love and lower rates will lead her blushing to the municipal altar.

CRUSHING RATES.

VICKERS THINKING OF LEAVING SHEFFIELD

In his speech at the annual meeting of Vickers, Limited—the great engineering and armament firm, which has an "fixed" share capital of £12,408,968, an addition to £24,250,000 of Debenture, stock—General Sir Herbert Lawrence, the chairman, said:

"It may not be inopportune if I refer briefly to the burden on your company of local taxation. During the past year the total local rates at our works and those of our subsidiary companies constituted a heavy item of expense, the contribution at Sheffield alone being £56,000.

"If this burden increases we shall have seriously to consider whether it will not be to our advantage gradually to transfer our production to centres where the rate burden is less onerous, for the heavy local taxation falls not only on the company directly but also on the employees at the works in the district."

FRENCH ANGLERS' WOES.

CATFISH THAT DESTROY THE OTHERS.

PARIS.
Anglers are complaining bitterly that the rivers of France no longer provide sport, and they have declared that the scarcity of fish is a sly piece of vengeance by the Germans for their defeat in the Great War.

Recently they protested to the Ministry of Agriculture—which also deals with fisheries—that the small fry from Germany sent to restock French rivers, as reparation in kind in lieu of cash payments, were really tiny catfish, which multiplied with amazing rapidity and destroyed many of the other fish in the French lakes and rivers.

The Ministry replied that it was unable to understand how the Germans could have perpetrated such a fraud, as all the fish-eggs, sent to France had been carefully examined by experts and found genuine. It was added that the catfish which had created such ravages in French rivers had been introduced into the country by mistake in 1910.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "DIOMED"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 2nd May.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th May, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 22nd May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

1st May, 1928. [6209]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "MACHAON"

are hereby notified that the Cargo having arrived per S.S. "DIOMED" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 2nd May.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

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All Claims against the Steamer must be presented to the Underigned on or before the 22nd May, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

1st May, 1928. [6210]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLEBRO, ANTWERP, LONDON, STRAITS & PHILIPPINES.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 10th May, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, 1928, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 25th Apr. 1928. [6178]

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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "ALIPORE."

ARRIVED HONG KONG ON 1st MAY, 1928.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.L.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underigned on or before 21st May, 1928, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godown.

GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 1st May, 1928. [6201]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE S.S. "CARNARVONSHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 6th May, 1928, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 5th May, 1928, at 10 a.m. Claims against the Steamer, including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 60 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 29th Apr. 1928. [5183]

ON SALE.

HONG KONG HANSDA RE.

PORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1927.

Revised by Members.

PRICE \$4

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CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"NANCHANG" On 2nd May, 4 p.m.
SHANGHAI	"NINGHAI" On 2nd May, Noon
SHANGHAI	"LINAN" On 3rd May, 4 p.m.
SHANGHAI & TIENTSIN	"SUNNING" On 3rd May, 6 a.m.
WUHAN, CHONGCHOW & TIENTSIN	"HUICHOW" On 6th May, 6 a.m.
AMOI, SWATOW, SINGAPORE & BANGKOK	"KIANGCHOW" On 6th May, 6 a.m.
SWATOW & BANGKOK	"KIANGSU" On 6th May, Noon
SWATOW, SHANGHAI, NEW-CHANG & DALNY	"LIANGCHOW" On 6th May, Noon
AMOI, SHANGHAI & TIENTSIN	"CHINKIANG" On 7th May, 6 p.m.
SHANGHAI	"HUPAI" On 9th May, 6 a.m.
SWATOW & SHANGHAI	"CHENAN" On 10th May, Noon
SHANGHAI & TIENTSIN	"TEAN" On 11th May, 10 a.m.
AMOI, SWATOW & SINGAPORE	"SHANTUNG" On 12th May, 6 a.m.
SWATOW & BANGKOK	"ANHUI" On 13th May, 9 a.m.
SWATOW & BANGKOK	"KAYING" On 13th May, Noon
SWATOW, SHANGHAI, NEW-CHANG & DALNY	"LUCHOW" On 13th May, Noon
WUHAN, CHONGCHOW & TIENTSIN	"KUBICHOW" On 15th May, 4 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING" On 20th May, 9 a.m.
SWATOW & BANGKOK	"KAIGAN" On 20th May, Noon

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HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Here Leave on or about	Return here on or about
TAIPING	18th May	15th June
CHANGTE	18th May	15th June
TAIPING	18th May	15th June
CHANGTE	18th May	15th June

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S.S. "CITY OF EASTBOURNE"	Via Suez Canal	18th May
S.S. "ADRIATIC"	Via Suez Canal	4th June
S.S. "CITY OF NEWCASTLE"	Via Suez Canal	15th June
S.S. "HELENUS"	Via Suez Canal	29th June

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M.V. "JAPANESE PRINCE" ... 5th June

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MAIL AND CARGO STEAMERS TO AND FROM MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

D'ARTAGNAN	9th May
G. METZINGER	23rd May
SPHINX	6th June
ANGERS	19th June

For Dunkirk Antwerp, London

SI-KIANG (Cargo)	22nd May
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For Shanghai, Japan and North China

SI-KIANG (Cargo)	22nd May
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For full Particulars, apply to—

Cie des MESSAGERIES MARITIMES,

Telephone: C. 661 and 740.

For Shanghai and Japan	9th May
D'ARTAGNAN	23rd May
G. METZINGER	6th June
SPHINX	19th June

For Marseilles

CHENONBAUX	8th May
ATREUS II	22nd May
D'ARTAGNAN	6th June
G. METZINGER	19th June
SPHINX	3rd July

For Rotterdam, Hamburg, Dunkirk

D. P. BENOIT (Cargo)	7th May
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For full Particulars, apply to—

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

April 30th.
Carl Legien, German str., 3,433 tons, Capt. Ziegenmeyer, from Shanghai, which port she left on April 27th, with a general cargo, lying at buoy No. 44—Johsen & Co.

Devonport, Chinese str., 1,022 tons, Capt. H. Spland, from Kanton and Hoihow, with sale and general cargo, lying at buoy No. C45—Chau Yue Teng.

Menado Maru, Japanese str., 2,105 tons, Capt. S. Ama, from Hoihow, with 850 tons of rice and general cargo, lying at O.S.K. Wharf—O.S.K.

Taitre, Chinese str., 1,044 tons, Capt. Z. Masaki, from Canton, lying at buoy No. C46—Yue Tai Hong.

May 1st.

Alipore, British str., 3,241 tons, Capt. H. E. Smith, from Singapore, which port she left on April 25th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Cebu, British str., 6,313 tons, Capt. F. Adcock, from Shanghai, which port she left on April 29th, with a general cargo, lying at buoy No. A3—B & S.

Chak Sang, British str., 1,470 tons, Capt. E. V. Bishop, from Canton, lying at buoy No. B32—Jardine, Matheson & Co.

Hanoi, French str., 630 tons, Capt. L. J. Cruchet, from Fort Bayard, with a general cargo, lying at buoy No. C37—M.M.

Newchang, British str., 1,501 tons, Capt. E. Hardie, from Wuhu, which port she left on April 26th, with a cargo of rice, lying at buoy No. B2—B & S.

Yue Jialih, British str., 342 tons, Capt. E. G. Rapley, from Hoihow, with a general cargo, lying at buoy No. C18—Yick Tai S.S. Co.

Ninghai, British str., 1,482 tons, Capt. C. H. Jones, from Swatow, lying at buoy No. B13—B & S.

Van Heutz, Dutch motor ship, 2,748 tons, Capt. J. Groothoff, from Batavia and Singapore. The latter port she left on April 26th, with a general cargo, lying at buoy No. A5—J.C.J.L.

West Nomentum, American str., 3,522 tons, Capt. G. J. Linnander, from Portland via Kobe. The latter port she left on April 24th, with a cargo of flour, lying at buoy No. A8—Columbia Pacific S.S. Co.

CLEARANCES.

May 1st.

Alipore, for Shanghai.

Bingo Maru, for Singapore.

Cebu, for Singapore.

Hai Ching, for Swatow.

Newchang, for Shanghai.

Newchang, for Canton.

Ninghai, for Saigon.

Poliphemus, for Singapore.

President Taft, for Shanghai.

Tak Hing, for Amoy.

Tai Lee, for Shanghai.

West Nomentum, for Manila.

Yung Fu, for Hoihow.

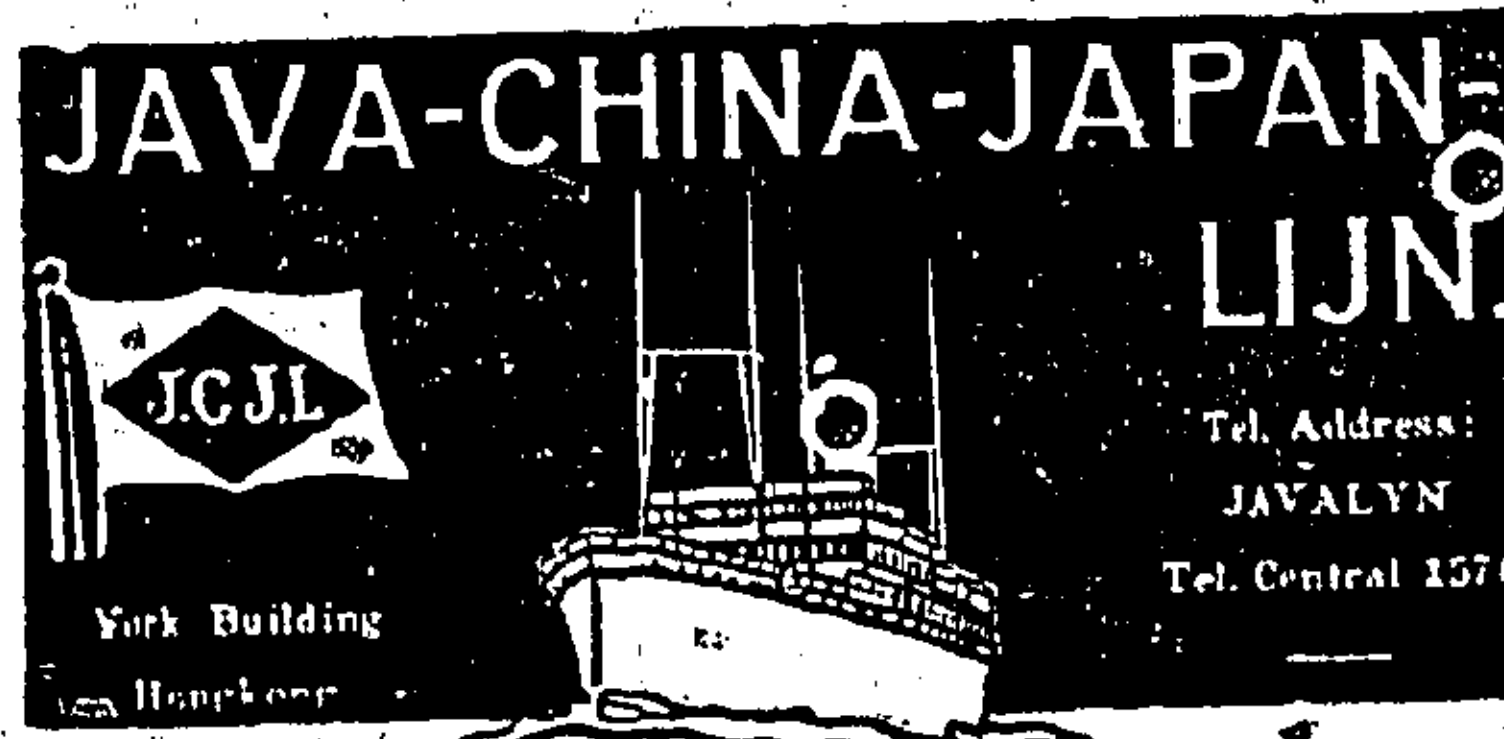
PASSENGERS.

Departures.

Per a.s. Shingo Maru, for San Francisco via ports, on May 1st: Mr. Jim Lum, Mr. A. Andre, Mr. S. A. Li, Mr. Li Chi Nim, Mr. Lam Sock Duen, Mr. J. C. Islet, Mr. and Mrs. J. A. J. W. Nieuwenhugs, Mr. S. J. De Biere, Miss Ella Miller, Miss Edith Brooks, Mr. R. Hansmann, Mr. Tong Ding Ke, Captain A. Hoosier, Mr. A. S. Simoes, Mr. Pang Kwei Hong, Mr. Y. T. Tong, Miss G. L. Precario, Mr. Wong, Miss Sang, Mr. H. Alves, Mr. Chai Tut Bing, Mr. Zen Sai To, Mr. and Mrs. K. Mori, Mrs. S. Matsuda, Mrs. Fukaya, Mrs. K. Shiozaki, Mr. W. F. Treidwell, Mr. and Mrs. G. G. Dolis, Mr. and Mrs. T. Chiba, Mr. E. Reading, Mr. and Mrs. T. Edo, Mr. Y. Matsumiya, Mr. and Mrs. John H. Hunt, Mr. and Mrs. A. W. H. McLean, Mr. S. J. Horns, Mrs. Iwano, Mr. T. Iwatake, Mr. S. Nakamura, Mr. and Mrs. S. Oda, Master Oda, Mrs. T. Oda, Mr. William C. Ferreira, The Hon. Capt. and Mrs. M. Knatchbull, The Hon. Capt. and Mrs. G. Cooper, Mr. T. Higginbottom, Mr. A. Simeon, Mr. S. C. L. Hatch, Mr. and Mrs. G. C. F. York, Mr. A. P. Bungie, Mr. H. B. Walker, Mrs. W. F. Dickinson, Mrs. H. D. Dickinson, Mr. H. Northey, Mrs. H. Northey, Mr. C. Webber, Mr. J. Tolison, Rev. Percy C. Webber, Mr. Chau Lun Po, Mr. W. T. Chung, Mr. Yeung Do Yee, Mr. Fung Yat Ting, Mr. Hui Pui Kam, Mr. Lee How Bun, Mr. Seawing Wong, Mr. Cheung Chik Sang, Mr. Ng Yew Yam, Mr. Yung Sik Chung, Mr. Tseng Hou Kok, Mrs. Hui Wai Yu, Master S. C. Cheung, Mrs. Woo Yuet, Mr. Yung Tai Kok, Mr. Wong Pak Hing, Mrs. Cheung Sze, Mrs. Lau Sam Goo, Mr. Ng Yee, Mr. Leong Han, Mrs. Leong Lon, Mr. Lum Chew.

WIRELESS NOTICE.

The service from Gow Royal Observatory W.T. Station is temporarily suspended owing to a breakdown of machinery. Meteorological traffic with ships will be worked by V.P.S. Cape D'Agulhar. W.T. Station on 600 metres. The 300 metres telephony service is suspended until repairs are effected.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG	SHANGHAI, K'UNING	In Port	2nd May	BATAVIA
TJIBODAS	JAVA, MACASSAR	7th May	9th "	AMOI & N. CHINA
TJILBOET	N. C. & AMOI	10th "	12th "	MACASSAR & JAVA
TJISONORI	BATAVIA	14th "	16th "	AMOI, SHANGHAI & K'UNING
TJISAROE	SHANGHAI, AMOI & K'UNING	14th "	16th "	BATAVIA
TJIMANOR	JAVA, MACASSAR	21st "	23rd "	AMOI & N. CHINA
TJIBODAS	N. C. & AMOI	21st "	23rd "	BATAVIA
TJIKEMBANG	BATAVIA	24th "	26th "	AMOI, SHANGHAI & K'UNING
TJISONDARI	SHANGHAI, K'UNING	28th "	30th "	BATAVIA

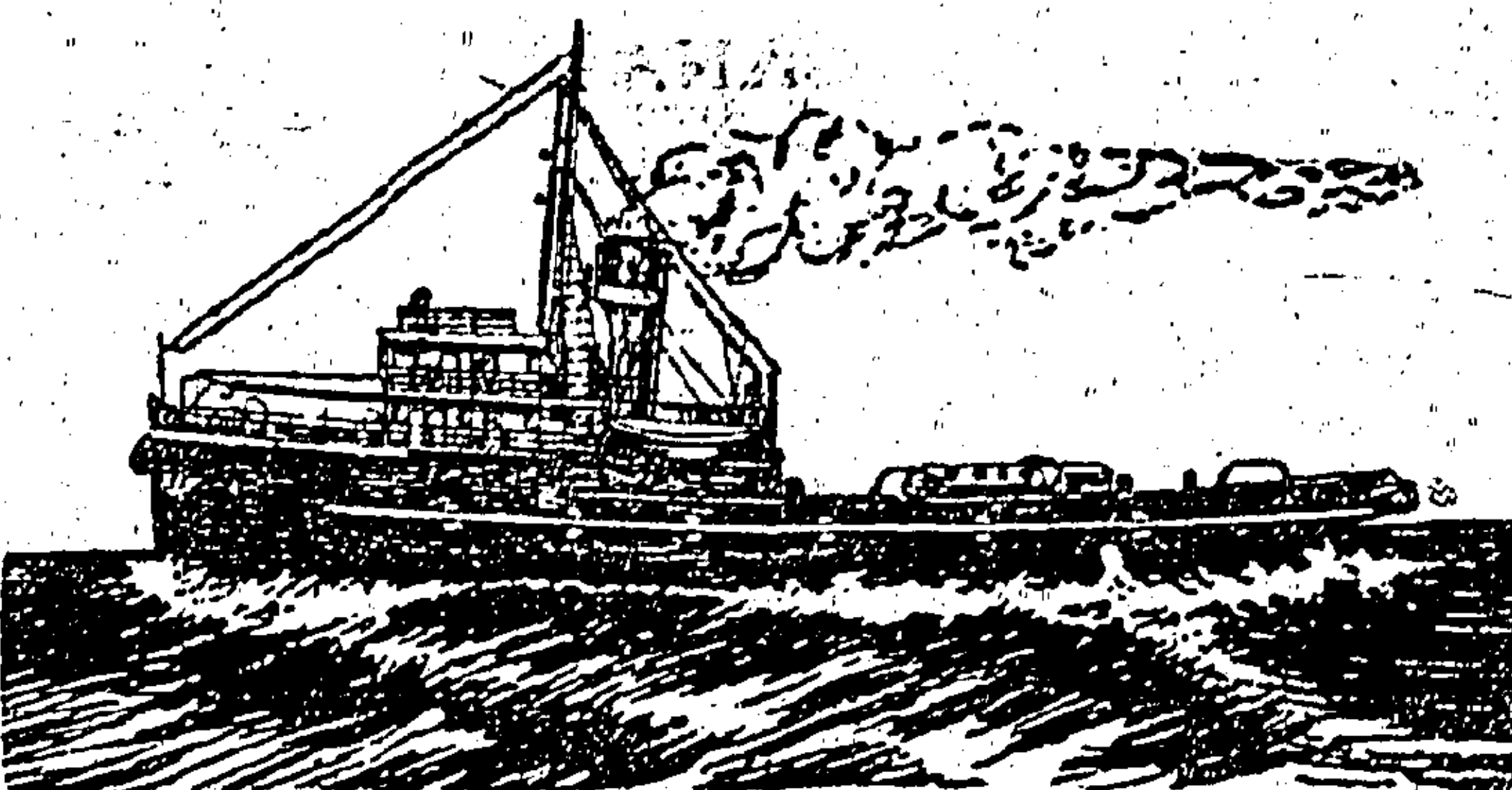
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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	Date
TSINGTAU via SWATOW & SHANGHAI	"CHAKSANG" "YATSHING" "KWONGSANG" "HOPSANG"	Wed. 2nd May, at Noon Sun. 6th May, at Noon Wed. 9th May, at Noon Sun. 13th May, at Noon
OSAKA via AMOI, MOI & KOBE	"HQSANG"	Sun. 6th May, at 7 a.m.
CANTON	"KWONGSANG"	Wed. 2nd May, at 8 p.m.
STRAITS & CALCUTTA	"SUISANG" "YUENSANG"	Satur. 5th May, at 3 p.m. Tues. 15th May, at 3 p.m.
SANDAKAN	"MAUSANG"	Wed. 9th May, at 3 p.m.
TIENTSIN	"YUSANG"	Thurs. 3rd May, at 5 p.m.

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Motor Vessel "GLENARA"	via Oran	19th May
Steamship "CALMARVONSHIRE"	via Oran	15th June
Steamship "PEMBROKESHIRE"	via Oran	13th July

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENBEG"	...	18th May
Steamship "PEMBROKESHIRE"	...	25th May
Steamship "GLENHARRY"	...	9th June
Steamship "GLENHANE"	...	29th June
Steamship "CARDIGANSHIRE"	...	9th July

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Freight S.S. "Nectar"	...	departure 12th May
Freight S.S. "Alster"	...	departure 16th June
Freight S.S. "Dessau"	...	departure 20th June
Pass. S.S. "SAARBRUECKEN"	...	departure 24th June
Freight S.S. "Imar"	...	departure 11th July
Pass. S.S. "COLENZ"	...	departure 25th July

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Freight M.S. "Tave"	...	due here 15th May
Freight S.S. "Fitz"	...	due here 20th May
Pass. S.S. "SAARBRUECKEN"	...	due here 4th June
Freight S.S. "Benscheid"	...	due here 20th June
Pass. S.S. "COLENZ"	...	due here 2nd July

Passenger steamers sailing via Shanghai to North China Ports.

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AND RETURN

(Occupying 8 to 9 Days)

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HAIHONG	Monday, the 7th May, at 3 p.m.

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0940, 0940 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SIBERIA MARU ... Tuesday, 15th May
TAIYO MARU ... Tuesday, 29th May

LONDON via Singapore, Suez, Marseilles & Ports.
FUSHIMI MARU ... Saturday, 5th May
HAKOZAKI MARU ... Saturday, 19th May

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 23rd May

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... Friday, 11th May

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BAKUO MARU ... Thursday, 31st May

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU ... Thursday, 10th May

NEW YORK and/or BOSTON via PANAMA.
+ TSUYAMA MARU ... Monday, 14th May

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
+ TOYOOKA MARU ... Monday, 14th May

CALCUTTA via Singapore, Penang & Rangoon.
+ PENANG MARU ... Thursday, 3rd May

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Thursday, 17th May

SHANGHAI, KOBE & YOKOHAMA.
+ RANGON MARU (Mojit direct) ... Monday, 7th May
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Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GENERAL CARGO RETURNS—
GOOD.

TWENTY ARRIVALS.

Yesterday's cargo returns for Hong Kong showed a big increase over the small figures of the past few days. There were twenty arrivals and eighteen departures, and the through freights from only seven vessels were moderate. The total amount of cargo discharged for Hong Kong was 23,714 tons, and two British vessels contributed 1,593 tons. The French steamer s.s. *Campinas* showed the best return with 3,101 tons from Saigon, followed closely by the s.s. *Kenda Castle* (British) with 3,052 tons from New York and Cuba.

Through freights totalled 11,031 tons, and again only two British vessels carried through freight, amounting to 1,500 tons. The s.s. *Carl Legien* (German) showed the best return with 3,388 tons, while the s.s. *Bingo Maru* from Nagoya and *Moji* had 2,509 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	3	5
Chinese	6	4
French	2	4
American	2	3
Japanese	2	4
Norwegian	2	0
German	1	1
Dutch	1	1
Danish	1	0
Swedish	0	1
Total	20	18

VESSELS EXPECTED.

Australian-Oriental Line.
Taiping, May 11th.
Changte, June 8th.

Bank Line.
City of Birmingham, May 4th.
City of Eastbourne, May 11th.
City of New Castle, May 11th.
City of Chester, May 11th.
City of Tokyo, June 8th.
City of Cardiff, June 22nd.
City of Peking, July 7th.
City of Bedford, June 22nd.
City of Osaka, July 13th.
City of Evanville, July 20th.

Bins Funnell Line.

Taithybius, to-day.
Mauchon, to-day.
Antenor, May 3rd.
Meriones, May 6th.
Heleneus, May 16th.
Patroclus, May 16th.
Atrachus, May 17th.
Orestes, May 30th.
Troer, May 22nd.
Perseus, May 25th.
Menelaus, May 25th.
Purphus, May 30th.
Hector, May 31st.
Rhezenor, June 8th.
Mentor, June 10th.
Tyndareus, June 10th.
Dardanus, June 12th.
Oanfa, June 20th.
Antiochus, June 25th.
Atrachus, June 25th.
Glaucus, June 25th.
Proteus, July 3rd.
Lycan, July 8th.
Phidocetes, July 8th.
Anteus, July 25th.
Aeneas, July 30th.
Sipenor, August 22nd.
Sarpedon, August 23rd.

British India and Apcar Line.

Talamba, to-day.
Takikera, May 7th.
Hastigera, May 15th.
Santhia, May 20th.
Talma, May 24th.
Tilawa, May 31st.
Takada, June 5th.
Talamba, June 15th.

Canadian Pacific Line.

Empress of Russia, May 7th.
Empress of Asia, May 14th.

Dodwell & Co.

Dollar Steamship Line.
President Monroe, May 6th.
East Asiatic Co., Copenhagen.
Siam, June 15th.
Danmark, July 16th.

Eastern and Australian Lines.

Arafura, to-day.
Tanda, May 7th.
St. Albans, June 4th.

Glen Line.

Glenbeg, May 13th.
Pendrocharie, May 28th.
Glenferris, June 8th.
Glenishane, June 23th.

Hamburg-Amerika Linie and

Ermland, to-morrow.
Fogland, May 19th.
Ludendorff, May 24th.
Hindenburg, June 6th.
Albert Voelker, June 9th.
Rhein, June 30th.

Java-China-Japan Lijsa

Tyibodas, May 7th.
Tyibodas, May 10th.
Tyibodas, May 14th.
Tyibodas, May 21st.
Tyibodas, May 24th.
Tyibodas, May 28th.

Messageries Maritimes.

D'Avignon, May 28th.
St. Jean, May 22nd.
General Maitland, May 23rd.
Sphinx, June 5th.
Angers, June 19th.

Nippon Yusen Kaisha.

Fushimi Maru, May 4th.
Siberia Maru, May 8th.
Hakata Maru, May 9th.
Tottori Maru, May 9th.
Tamba Maru, May 10th.
Toyoaka Maru, May 13th.

Yokohama Specie Bank.

Taiyo Maru, May 22nd.
Hakozaki Maru, May 18th.
Mishima Maru, May 22nd.
Hakuso Maru, June 1st.
Yokohama Maru, June 4th.
Dakar Maru, June 10th.
Kitano Maru, June 15th.
Tango Maru, June 19th.
Kamakura Maru, July 25th.

Norddeutscher Lloyd, Bremen.

Trans, May 12th.
Phylax, May 20th.
Saarlund, June 4th.
Ramscheid, June 20th.
Coblenz, July 2nd.

Penninsular and Oriental.

Novara, May 8th.
Delta, May 10th.
Kashgar, May 12th.
Devanah, May 17th.
Lahore, May 19th.
Kidderpore, May 22nd.
Mirzapore, May 23rd.
Ranpura, May 24th.
Malwa, May 28th.
Jaypore, June 2nd.
Nankin, June 5th.
Kayber, June 7th.
Rawalpindi, June 21st.
Hellere, July 3rd.
Kashmir, July 10th.
Rajpootana, July 19th.
Kashmir, August 2nd.
Naldera, August 16th.
Morona, September 13th.
Karnala, September 27th.
Macedonia, October 12th.

DAILY WATERFRONT NEWS.

[BY LONGSHOREMAN.]

Buried At Sea.
The s.s. *Pan Heutsz* (Dutch) from Straits Settlements reports that two Chinese deck passengers died during the voyage and were buried at sea.

Lost Overboard.
The master of the s.s. *Mendo Maru* (Japanese) from Hoihow reports that a Chinese deck passenger was lost overboard at about 0.30 p.m. on the 29th ultimo.

Asiatic Deck Passengers.

Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1,000. These passengers were carried by eleven steamers.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.50 a.m.	6.51 p.m.
Tomorrow	5.50 ..	6.51 ..
Friday	5.49 ..	6.51 ..

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 1st.

	Previous Day	At 2 p.m.	At 8 a.m.	At 4 p.m.
Barometer	29.76	29.77	29.77	29.77
Temperature	84	79	83	83
Humidity	76	72	83	83
Wind	SSW	S	SSW	S
Force	4	3	3	3
Weather	OD	OP	OD	OD
Sea	0.00	0.00	0.00	0.00

highest open-air temperature, 30th: 86

lowest open-air temperature, 1st: 79

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE.

From May 2nd to 8th, 1928.

High Water. Low Water.

Day of Week	Date	High Water	Low Water	High Water	Low Water
Wed.	2	h. m. 8 30	h. m. 5 7	h. m. 12 0	h. m. 1 9
Thur.	3	h. m. 8 44	h. m. 5 22	h. m. 12 12	h. m. 1 26
Fri.	4	h. m. 8 58	h. m. 5 17	h. m. 12 24	h. m. 1 41
Sat.	5	h. m. 9 12	h. m. 5 12	h. m. 12 36	h. m. 1 56
Sun.	6	h. m. 9 26	h. m. 5 7	h. m. 12 48	h. m. 2 11
Mon.	7	h. m. 9 40	h. m. 5 2	h. m. 1 00	h. m. 2 26
Tue.	8	h. m. 9 54	h. m. 4 57	h. m. 1 12	h. m. 2 41

Prince Line.

Japanese Prince, May 10th.
Japanese Prince, June 5th.
Swedish East Asiatic Co., Ltd.
Nankin, May 25th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF BOMBAY" ... Havre, London, Rotterdam, Hamburg & Hull ... 25th May
"CITY OF CARLSLE" ... Havre, London, Rotterdam & Hamburg ... 24th June
"CITY OF BEDFORD" ... Havre, London, Rotterdam & Hamburg ... 25th July

BOSTON, NEW YORK & BALTIMORE

"CITY OF EASTBOURNE" ... via Suez Canal ... 18th May
"CITY OF NEWCASTLE" ... via Suez Canal ... 15th June
"CITY OF OSAKA" ... via Suez Canal ... 13th July

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

"ORDABANK" ... via Suez Canal ... 8th May
"FORRESBANK" ... via Suez Canal ... 8th July

MAURITIUS & SOUTH AFRICA

"TINHOW" ... and July
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Lourenco, Moçimboa, Kilindini, Port Mollot, Luderits Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND, QUEENSLAND
PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEBANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL, FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,005	12th May	Marseilles, L'don, Antwerp & Hull
"LAHORE"	9,553	19th May	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"KIDDERPORE"	9,334	22nd May	Bombay, Marseilles and London
"MALWA"	10,986	26th May	Bombay, Marseilles and London
"ALPORE"	9,273	31st May	Bombay, Marseilles and London
"DEVANAH"	9,318	2nd June	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"DELTA"	9,297	13th June	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"MIRZAPORE"	9,715	19th June	Bombay, Marseilles and London
"BANPUHA"	10,501	23rd June	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"NOVARA"	9,989	30th June	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"KEYBER"	9,114	7th July	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"RAWALPINDI"	10,619	21st July	Bombay, Marseilles and London
"NANKIN"	7,058	28th July	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"KASHMIR"	8,583	4th Aug.	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"RAJPUTANA"	16,583	18th Aug.	Bombay, Marseilles and London
"NALDERA"	16,088	1st Sept.	Bombay, Marseilles and London
"KALYAN"	9,144	15th Sept.	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"KASHGAR"	9,005	29th Sept.	Mars, L'don, Antwerp, Hamburg, Straits, Colombo, B'way & Karachi
"MOREA"	10,933	13th Oct.	do.
"KARMALA"	9,123	27th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	do.
"KEYBER"	9,114	24th Nov.	do.
"MALWA"	10,986	8th Dec.	do.
"NALDERA"	16,088	22nd Dec.	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, P'raus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA" 8,018 4th May, 2.30 p.m. Singapore, Penang & Calcutta
"HATIPARA" 7,764 17th May do.
"TALMA" 10,009 25th May do.
"TAKIWA" 7,936 2nd June do.

* Cargo only.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA" 6,000 4th May, 4 p.m. do.
"TANDA" 9,956 1st June do.
"ST. ALBANS" 4,500 25th June do.
"ARAFURA" 6,000 3rd Aug. do.
"TANDA" 9,956 31st Aug. do.

* Calls at Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.

The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hankow, Kobe, Yokohama, Tawse, Timor, Darwin, or other ports on route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SANTIA"	7,764	23rd May	Amoy, Moji, Kobe & Osaka.
"MIRZAPORE"	6,715	24th May	S'hai, Moji & Kobe.
"BANPUHA"	10,501	25th May	S'hai, Kobe & Yokohama.
"TILAWA"	10,006	2nd June	Amoy, S'hai, Moji, Kobe & Osaka.
"NANKIN"	7,058	3th June	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th June	Amoy, Kobe, Osaka & Yokohama.
"TAKADA"	8,949	7th June	Amoy, Moji, Kobe & Yokohama.
"KEYBER"	9,114	8th June	S'hai, Moji, Kobe & Yokohama.
"TALAMBA"	8,018	17th June	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	10,619	21st June	S'hai, Kobe & Yokohama.
"NELLOR"	9,553	2nd July	S'hai, Moji, Kobe & Yokohama.
"KARHMA"	8,945	6th July	S'hai, Moji, Kobe & Yokohama.
"ABAFURA"	6,900	10th July	Moji, Kobe, Osaka & Yokohama.
"RAJPUTANA"	10,563	20th July	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	3rd Aug.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	9,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.
"KALDERA"	10,098	17th Aug.	Shanghai.
"NABHGA"	9,006	31st Aug.	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,501	31st Aug.	Amoy, Kobe, Osaka & Yokohama.
"KORBA"	10,963	14th Sept.	S'hai, Moji, Kobe & Yokohama.
"KARMA"	9,123	23rd Sept.	S'hai, Moji, Kobe & Yokohama.
"ABAFURA"	6,900	9th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,128	13th Oct.	S'hai, Moji, Kobe & Yokohama.
"KEYBER"	9,114	27th Oct.	do.
"TANDA"	9,956	6th Nov.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,966	10th Nov.	S'hai, Moji, Kobe & Yokohama.
"KALDERA"	10,098	24th Nov.	Shanghai, Kobe & Yokohama.
"MAINTUA"	10,946	8th Dec.	S'hai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Dec.	do.

